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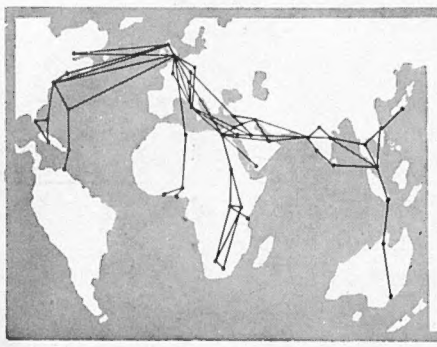

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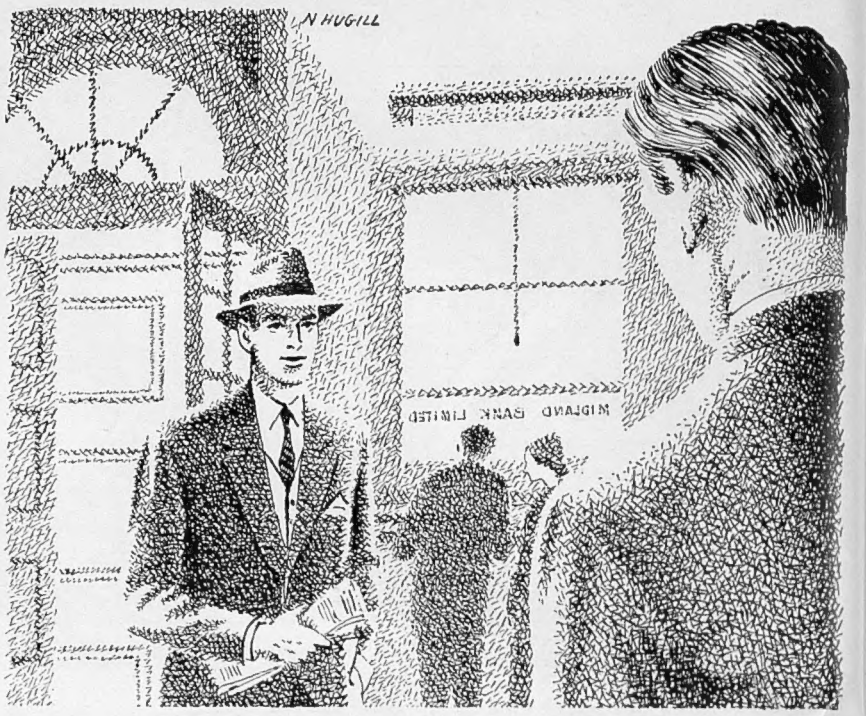

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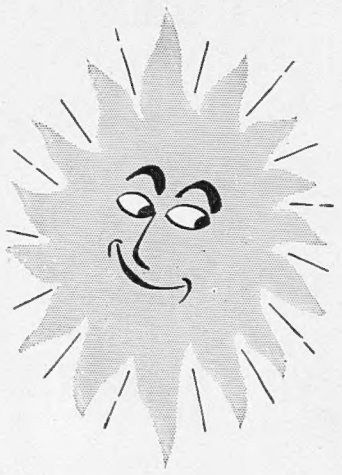

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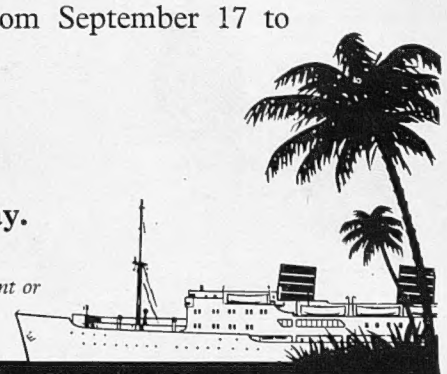

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AERO ENGINES LEAD THE WORLD

Volume CCXXII No. 2890 The SPHERE, London, July 2, 1955

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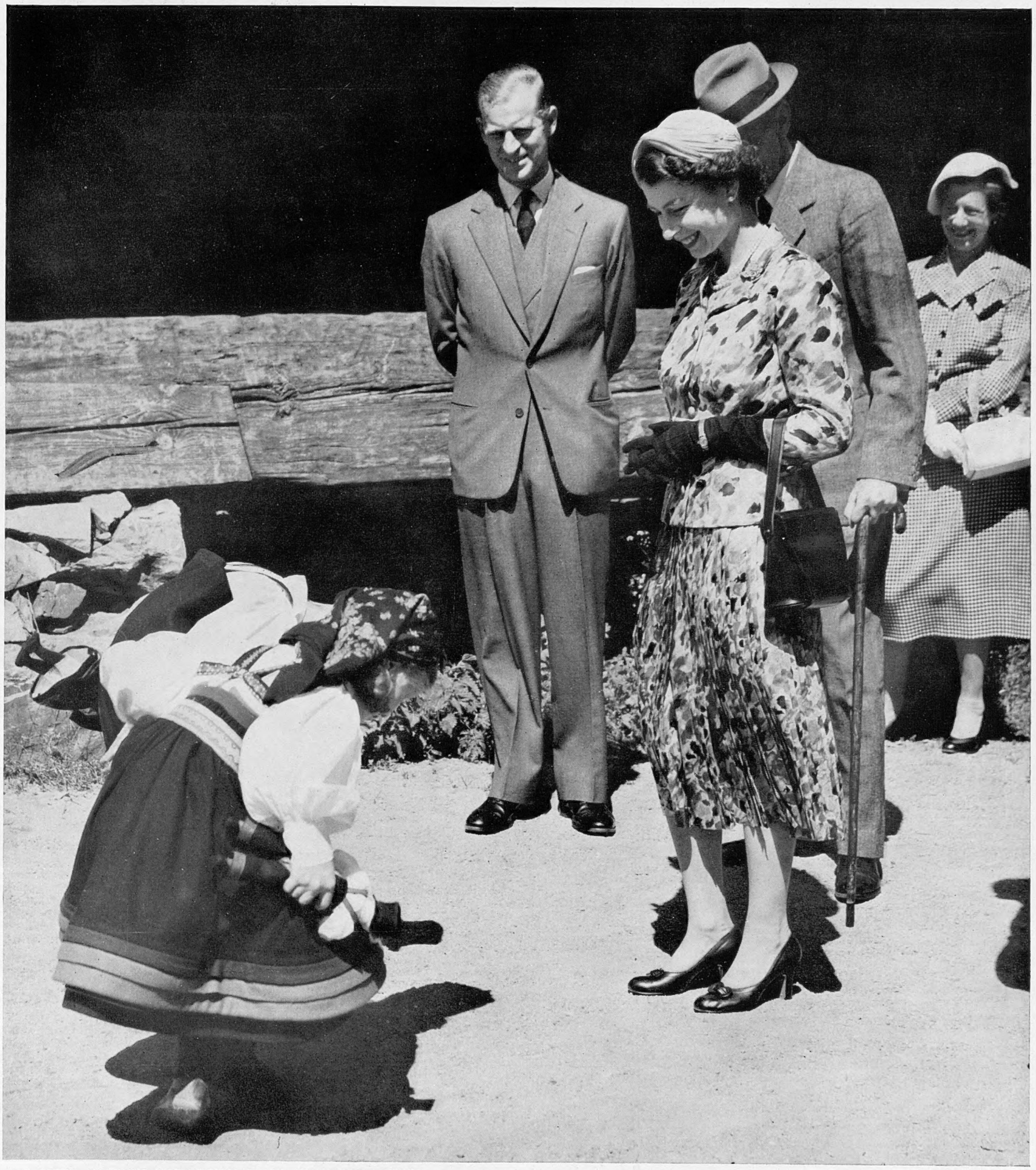

THE QUEEN RECEIVES NORWEGIAN DOLLS FOR HER CHILDREN—HER MAJESTY SMILES AS THE GIFTS FOR PRINCE CHARLES AND PRINCESS ANNE ARE PRESENTED TO HER BY A BOY AND GIRL IN NORWEGIAN NATIONAL DRESS : The presentation took place at the Folk Museum during the State visit to Oslo last week-end. Between the Queen and the Duke of Edinburgh is King Haakon of Norway. Large crowds gathered to give the Royal visitors an enthusiastic reception wherever they went.

No better choice could have been made than Norway for the first foreign State visit of the Queen since her accession. From the moment she and the Duke of Edinburgh landed at Oslo they could feel they were among a people who have a full understanding of, and affection for Monarchy, and whose own Royal Family is closely related to the British. A crowded programme was arranged, including banquets, receptions and visits to see as many aspects of Norwegian life as was possible in the time available. Two particularly British occasions were the Queen's attendance at the British church in Oslo last Sunday and her journey, on the previous day, to lay a wreath in the little triangle of Vestre Gravelund—the "Western Cemetery"—where the bodies of 102 Commonwealth war dead—most of them air crews—lie buried. At a banquet of welcome, Her Majesty spoke of the "friendship between our two nations tested in war" being continued in peace. Before the Queen and Duke sailed for home on Sunday night, they entertained King Haakon and members of his family to dinner in the Royal Yacht *Britannia*. (Further pictures on page 10.)

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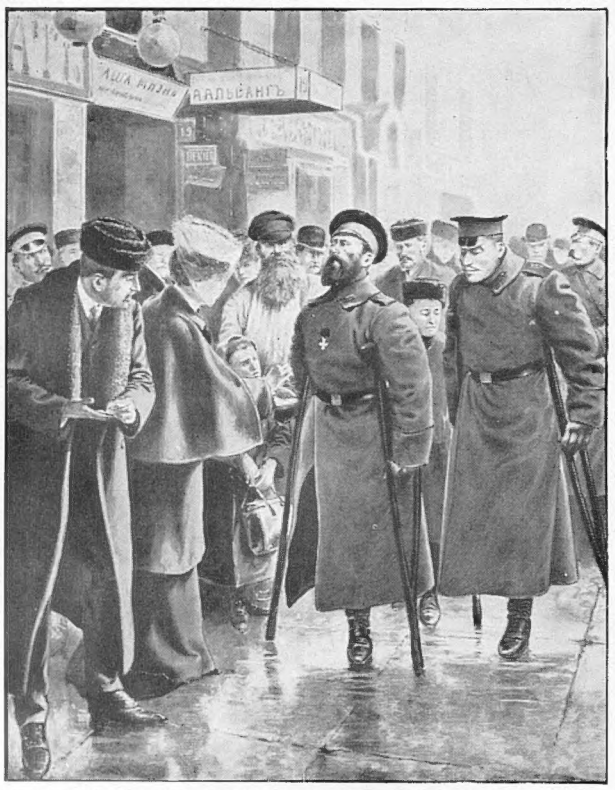
FROM "THE SPHERE" OF 50 YEARS AGO



ST. PETERSBURG WELCOMES THE RETURN OF WOUNDED SOLDIERS FROM THE FRONT : Paul Thiriat drew this picture from photographic material sent by a correspondent who gave a vivid description of the troops returning from the Russo-Japanese war in 1905. It was noted in the caption which accompanied this picture in "The Sphere" that : "Soldiers have been starting for the front, not with singing it is true, but looking brave, 'good and passive animals in the best of health'; now they look yellow, traces of fever on their faces. Their appearance arouses the utmost sympathy in the streets, all the more as many of them are reduced to begging."

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least 8 ins. by 6 ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from 750 words to 2,000 words.*

A London Newsletter

195–198, STRAND, W.C.2.

The Way to Peace.—One casualty in our street is far more interesting to us than a holocaust 2,000 miles away. For nearly a month world peace had no interest for us. We were obsessed with peace on our railways and in our docks. I confess to very special relief that other matters of great importance or mild interest once more engage our interest and are worthy again of headlines. The Four-Power Conference, for instance. We talked and wrote enough about it until we dropped it like a hot coal when the footplate men stopped work. Now it is headline news again, as it deserves to be ; for peace and prosperity in our industry will be a flash in the pan if in the next few months we cannot pass a milestone or two on the road to international peace and disarmament as well. For what is the use of building up a paradise in England if any day it may be shattered from the air ? Is the Premier, then, "putting first things first" (as *The Times* informed us) in vigorously pursuing a stable basis of industrial understanding at this moment so fraught with possibilities in the International field ? Certainly we cannot avert economic disaster at home unless our nation now begins to show a will to work and an acceptance of discipline. But to say that the way to world peace is through industrial peace in Britain seems rather to over-simplify a complex issue or to attach too much importance to our own influence in world affairs. I prefer Dr. Adenauer's specific of controlled disarmament. I would rather put it that the Premier, as Premiers should do, is trying to tackle two very vital problems with impartial vigour and determination day after day. I take it for granted that he is, with the help of his chief lieutenants at home and in America and in Europe.

Wars of Religion.—I suppose that throughout history the wars, revolts and persecutions in the name of religion have held the palm for bitterness and obstinacy. At first sight, this fact, if fact it be, must seem a paradox. But perhaps it sets religion in its rightful rank. Men will and should fight and suffer longer for their religious freedom than for any other of their alleged freedoms. And religious martyrs have yielded to none in their toughness and obstinacy, from Joan of Arc onwards and backwards. Some, indeed, have clung to the rack and the stake, despite all the efforts of their persecutors to save them from their fate. To-day, when religion plays a lesser part in the affairs of men than in all the long history of Christianity, it is difficult to accept a purely religious cause for any such revolts and persecutions. A political flavour is usually to be tasted, and the issue is thereby confounded and its sincerity questioned : 200 dead and 1,000 other casualties in Argentina represent on paper a considerable religious war, but civil disturbances in the Latin countries usually concern themselves with temporal power as keenly as with eternal verities, and the grandness of the cause is apt to be sullied by the intrigues of little men and worldly aims. There is perhaps a distinction between *suffering* for one's religion and dropping bombs on teeming city streets in the same noble cause. There is a severe censorship of news out of Argentina. But whether or no Peronista is in decline, and Peron now a mere figurehead in a military junta under Lucero, we may probably assume that a war of religion is a generous definition of one more squabble for temporal power.

Hands Off the Parks.—Obviously, an attack by the pedestrians and Londoners was to be expected in defence of the London Parks. Certainly—apart from strike emergencies—Londoners have been remarkably tolerant about the spoliation of their open spaces by turning them into monster and monstrous car parks. In the eighteenth century such grabbing of their rights would have cost "three crowns," as Walpole told his Queen when she thought of it. To-day it should at least cost the life of a Government or two. That is, if Londoners and the nation were as independent and as fierce for their rights as in Walpole's day. But no doubt we are changed. We are a "car-owning democracy" and our national spirit smells strongly of petrol. Even when we go out into the country, we seldom leave the roads and prefer the view of our sparking plugs inside the bonnet to the view from Newland's Corner, and many of us favour speed tracks in our national parks. Still, there are some pedestrians left and some few "old-world" Londoners ; and Sir Arthur Bryant, Lady Cynthia Asquith, Professor Goodhart and Felix Brunner voice their feelings and make several shrewd points : Car-parking in the Parks will merely invite more private cars to enter Central London, will discourage bona fide tourists, make the green spaces beastly with noise and stink, and dangerous for children and the aged and unwary. All this is true enough, but the public is listening unmoved to the plans and projects of the Transport interests, who accept as quite certain that until they have made caverns under the Parks—which won't be done in your time and mine—the Parks will be used as over-ground car-parks, and strips will be cut off for new carriage-ways. Three crowns ! Call it 30s. in terms of modern money, and just about worth the shirt off your back. But the motoring interests demolish all these arguments and dismiss the defenders of our ancient rights as old die-hards who hate motorists. You choose your side and enter the lists.

QUEEN DINA VISITS HER OLD COLLEGE

THE QUEEN OF JORDAN AT GIRTON COLLEGE, CAMBRIDGE : She is seen with the Mistress, Miss M. L. Cartwright (left), when she visited the college during her stay in England when, with King Hussein, she was the guest of the Government. Twenty-three-year-old Queen Dina, who attended Girton as a student a few years ago, also visited Cambridge last week-end to receive her degree of M.

Groundless Anxiety Among Strikers.—While our liners continued to cancel their sailings and our exports piled up awaiting shipment at the docks, while our goodwill and our overseas markets ran into the doldrums, a very few of the young men who refused to work in defiance of their Union leaders received warnings of call-up under National Service and even prosecution. It is said that this tempered the jubilation of some of them at the growing success of their gesture. I doubt if they need worry. That is not the English way. We don't take a leaf from France's earlier chapter. There are plenty of other boys who don't belong to Unions, and would probably *not* disobey them if they did so belong, to train up in Service discipline. *These* boys are indispensable whether they work or play, a reserved occupation. Not for them the sergeant-major's harsh orders and unrefined personalities. They are not perhaps capable of being moulded into discipline. They might be too hard a nut even for the S.-M. to crack. And if a few of them were drafted in among the normal intake would the intake take it out of them ? I doubt it. We are a tolerant race. I remember the old war days when I censored my men's letters. Their tolerance towards the *embusqués* was a perpetual marvel to me. No. The boys who strike are pretty secure. "No victimisation" is the first article in any settlement (or other paper pasted over a crack), and Government and Union leaders accept it as common form no less

cheerfully than the strikers. There 's a lot to be said for striking (on the short-term view) when it may get you a bonus of some kind or save your important face, and cannot possibly get you the sack.

Holidays with Pay . . . for Trouble-makers.—We had a disappointing half-year in many ways. There were fine achievements at home and abroad. Industrial relations at home tended to obscure (and indeed to diminish) the achievements and left many of us with a sense of disillusion and depression. The summer isn't over (if it has begun), the year is only half-gone. There is plenty of time for hard work (if we feel like it) and happy holidays and recreation, and possibly some more fine achievements at home and abroad. I have a deep feeling that both these good things would come easier if some of the people who pass their time in separating class from class, in keeping us or turning us into " two nations "—the haves and the have-nots—would take a long holiday ; for *their* work indeed is not vital. The nation, which is *not* to-day two nations, would be healthier and happier without it. Who are they ? I name two types. The demagogue who robs the graves of a dead past to stir up bitter memories of oppression and unemployment from his soap-box. And the social columnist who throws the limelight (from whatever motive) on the extravagances and vulgarities of a few " socialites " with their £3,000 birthday parties, their stunts and their frocks and their jewels. After all, the best-behaved nations have their cretins, their criminals and their drones, and our nation—if not to-day at its historical peak in high ideals, restraint and responsibility—possesses fewer drones and duds than formerly. I firmly believe that if these demagogues and columnists would take a luxury cruise round the world, they would return to find us a more contented and united nation, and a nation not inferior to many they had visited. We could well afford to pay for their holidays ; at any rate to pay for a single first-class ticket to any destination they may choose.

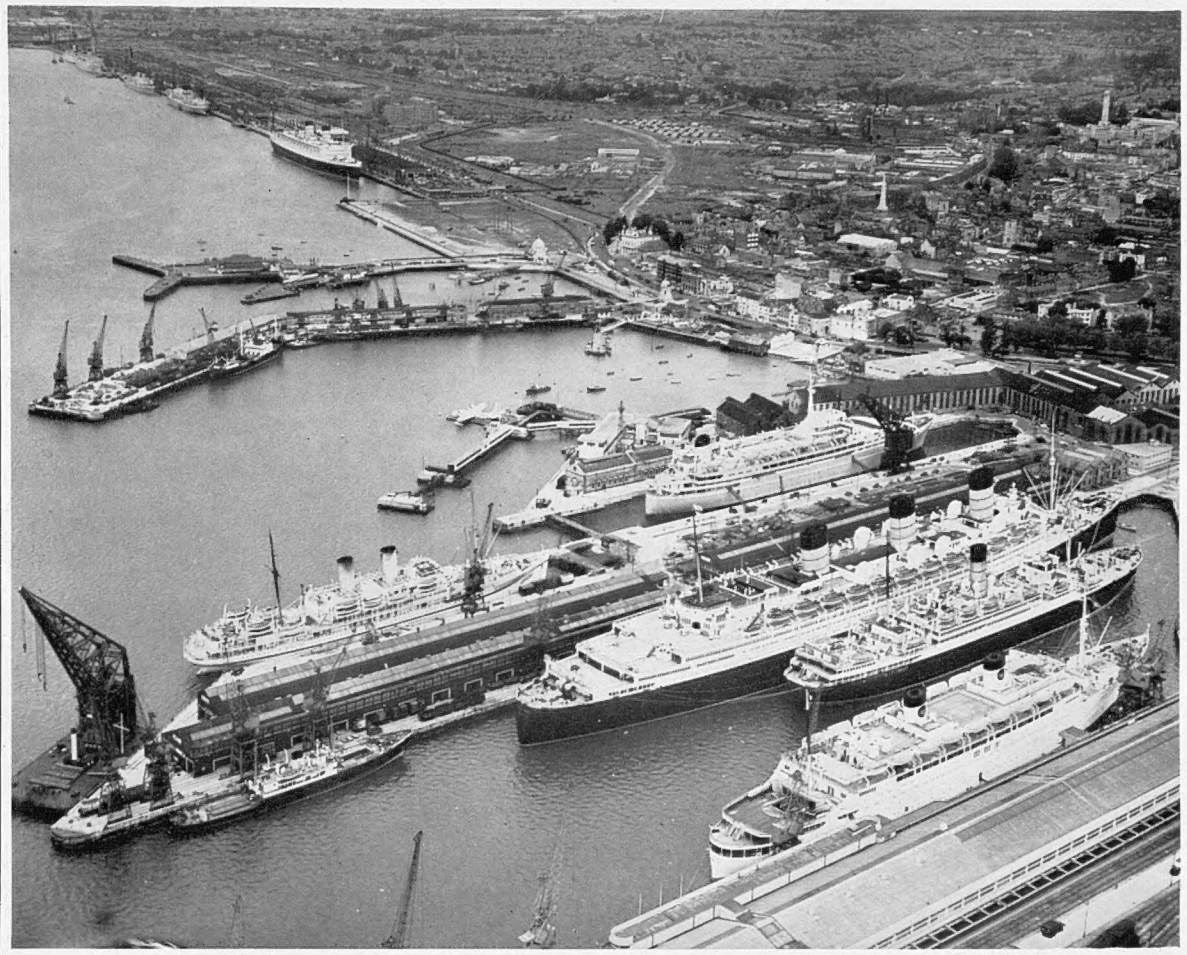
The People's Forum.—" I made a point of refusing to give anyone a lift during the rail strike. I shall continue to do so. Through thrift and sacrifice I bought my car. Nearly everyone can do the same. Vehicles are for sale now at prices as low as £25. For most people, cigarettes and cinemas come first . . ." This letter from the correspondence column of a Sunday sensational caught my eye. Sherlock Holmes found the Agony Column of *The Times* his richest source of interest. For me, the People's Forum in a Sunday sensational ! In it you really learn something about the diverse character, education and intellect of the average man, the voter, the Sunday editor, and many another type. This letter raises so many interesting questions on such a range of subjects that I give up the effort to list them. Questions of road safety (£25 cars), of the nature of thrift and its objectives, of public trends in luxury amenities, of the standards of selection followed by London editors, of the Christian virtues practised by " average " readers, not to add the tremendous issue of the degree of national chumpheadedness to-day mirrored in the Press. I wonder how this voter voted at the General Election.

Up and Up.—Increases in the price of coal are announced, this time no more than 8s. a ton. They are made necessary again by falling output, higher wages and amenities, and increased *imports* of coal. The Coal Board's deficit is now £17,500,000. In London we shall pay about £7 a ton for " average " grade (a loose term). Let us hope it will not affect the price which miners pay for this commodity, for they are just about to ask for higher pay and shorter hours. And the drift of miners from the pits continues alarmingly. The high hopes expected from nationalisation continue to disappoint. The price of pipe tobacco is to go up again. One popular brand will rise to 4s. 6½d. an ounce (4½d. when I began to smoke). I am glad that this increase, made necessary by the manufacturers' rising costs, will not hit the workers' fags, a comfort and a solace during periods of unemployment due to strikes. The lot of these unfortunate dockers and mariners would have been even harder if their cigarettes had cost them more during the crisis. Then again it 's a modern version of " the fault of the Dutch," that instead of " asking too much," they offer to repair our ships in half the time and at a third of the cost tendered by a British shipyard. " Regardless of their doom, the little victims play "—perhaps. But it would be victimisation indeed if they had to pay on the nail also.

Attendance of Peers.—Several peers expressed anxiety over Lord Salisbury's motion for a Select Commitee to inquire into the powers of the House in relation to the attendance of its members. He allayed the anxiety of Lord Halifax and Lord Brabazon. The motion " didn't mean a thing." It was merely fact-finding and had no legislative effect. It would merely be useful to know whether, if it wished, the House had power to penalise the 700 of its membership (or some of them) who rarely attend. The danger I see in the motion is not lest it might lead to banishment for many noble lords, but lest it might reduce the number of absentees. If it had the latter effect, the present fairly satisfactory conditions of debate would be rendered farcical, and soon impossible. Already the faithful hundred tread on each other's feet in the queue for verbosity. If another hundred returned to the fold through fear of banishment, the last state of that House would be worse than the first. " Why not leave things alone ? " I expect they will.

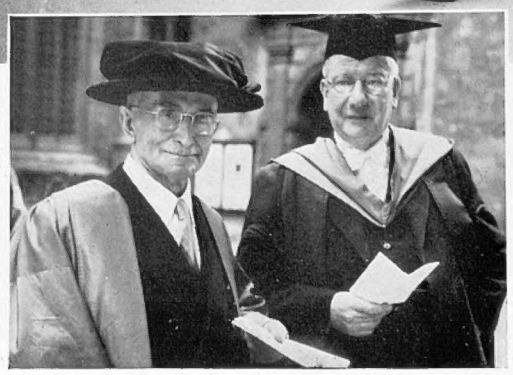
THE OLD STAGER

A GREAT MASS OF SHIPPING AT SOUTHAMPTON



THE SAILING OF MANY LINERS IS DELAYED BY THE UNOFFICIAL STRIKE OF ATLANTIC LINER CREWS AT BRITISH PORTS : This picture, taken from the air, shows an unusually large number of big vessels, including the two Cunarder " Queens," berthed at Southampton last week. Several of them were held up many days by the unofficial strike of seamen, which started at the end of May when the men complained about understaffing and working hours. The strike began at Liverpool but quickly spread to Southampton. The largest ship in the foreground of the picture is the *Queen Mary*, while her sister-ship *Queen Elizabeth* is berthed in the new dock some distance away in the left background. Just beyond the *Queen Mary* (on the right) is the new Shaw Savill and Albion liner *Southern Cross*. Astern of the *Queen Elizabeth* are the *Arundel Castle*, *Athlone Castle* and *Caronia* (which sailed soon after this picture was taken). By last week-end, when many of the men had applied to be taken back, it was possible at Southampton to man all the ships. This news was soon followed by the announcement of the end of the strike at both Southampton and Liverpool.

CEREMONIAL AT OXFORD—THE CONFERRING OF HONORARY DEGREES

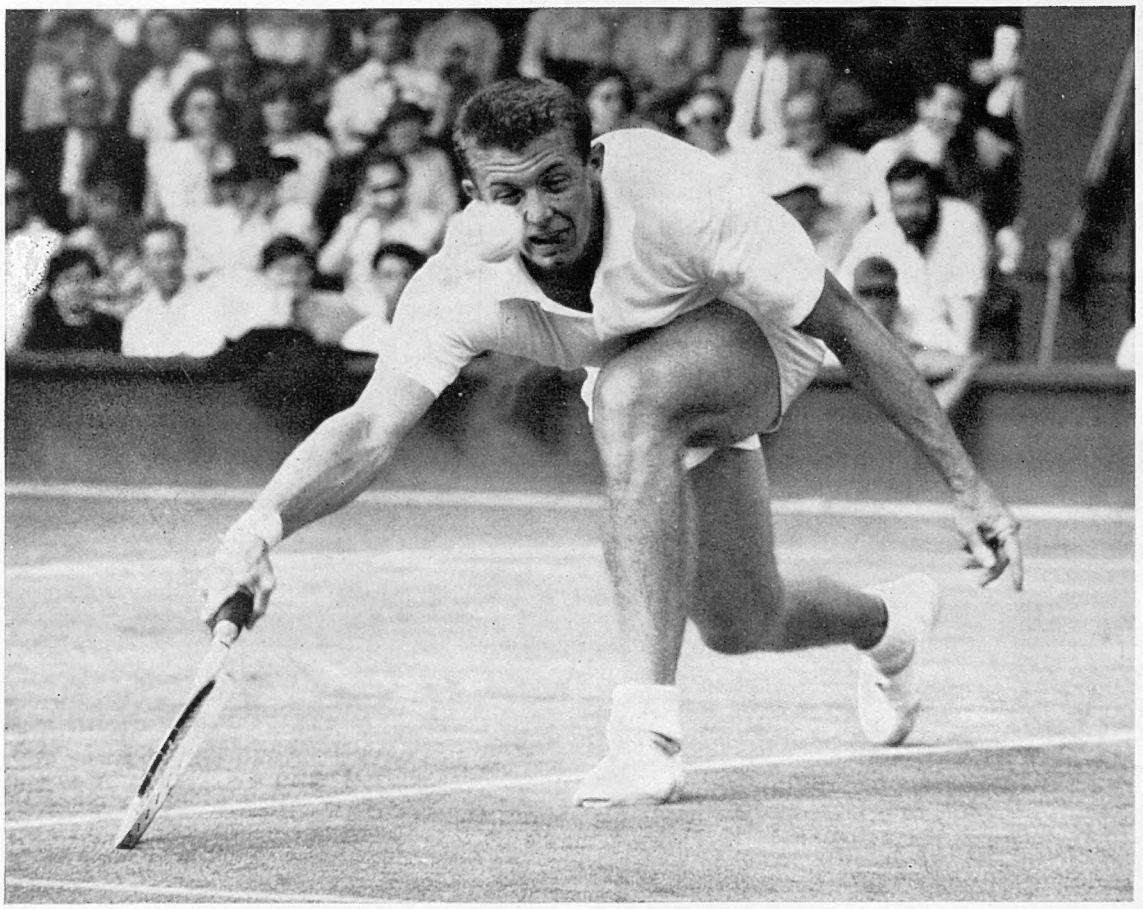


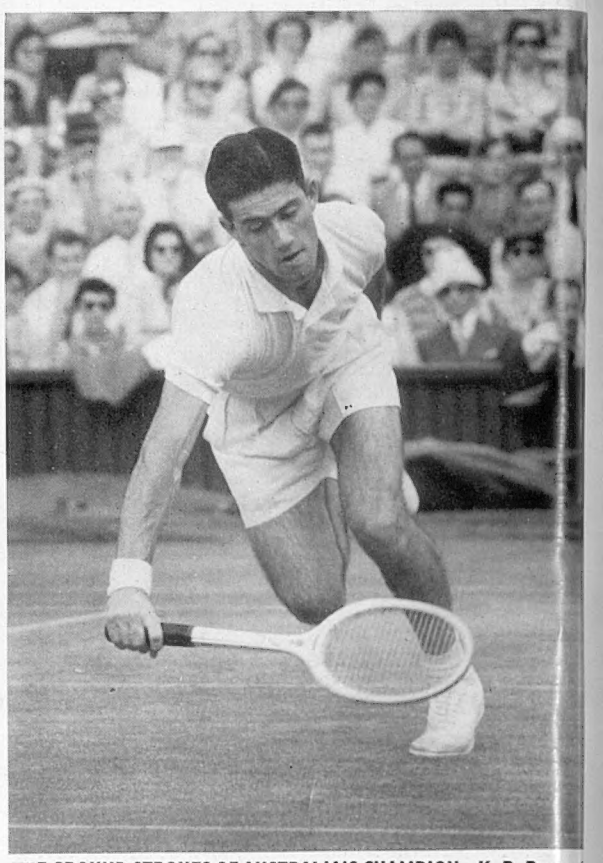
ON THE WAY TO THE SHELDONIAN THEATRE FOR THE CEREMONY : The greater part of the procession having passed under the Hertford Bridge is here seen leaving New College Lane. In addition to Signor Einaudi the other recipients of Honorary Degrees were Sir Raymond Evershed, Master of the Rolls, who received the Doctorate of Civil Law ; and Sir Lewis Namier, the distinguished historian, for long Professor of Modern History at Manchester and Dame Ninette de Valois, of Sadler's Wells, who received the Doctorate of Letters.

On left—
THE FORMER ITALIAN PRESIDENT IS HONOURED : Signor Luigi Einaudi, who received the Doctorate of Civil Law at Oxford, is accompanied by the Public Orator, Mr. T. F. Higham.

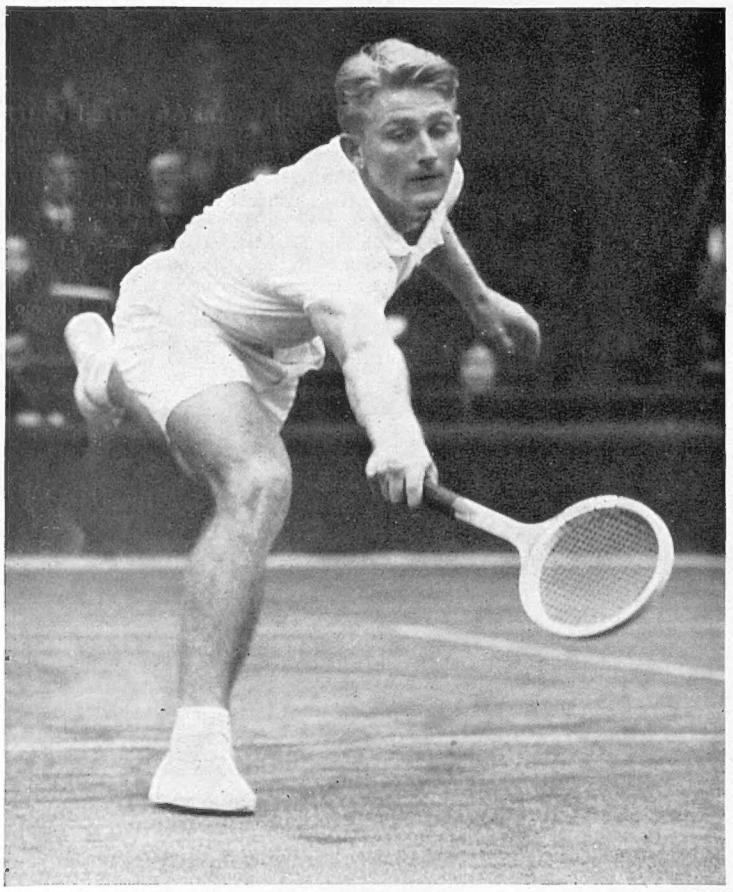
TENNIS STARS AT WIMBLEDON

The Leading Personalities in Play During the Law Tennis Championships at the All-England Clu



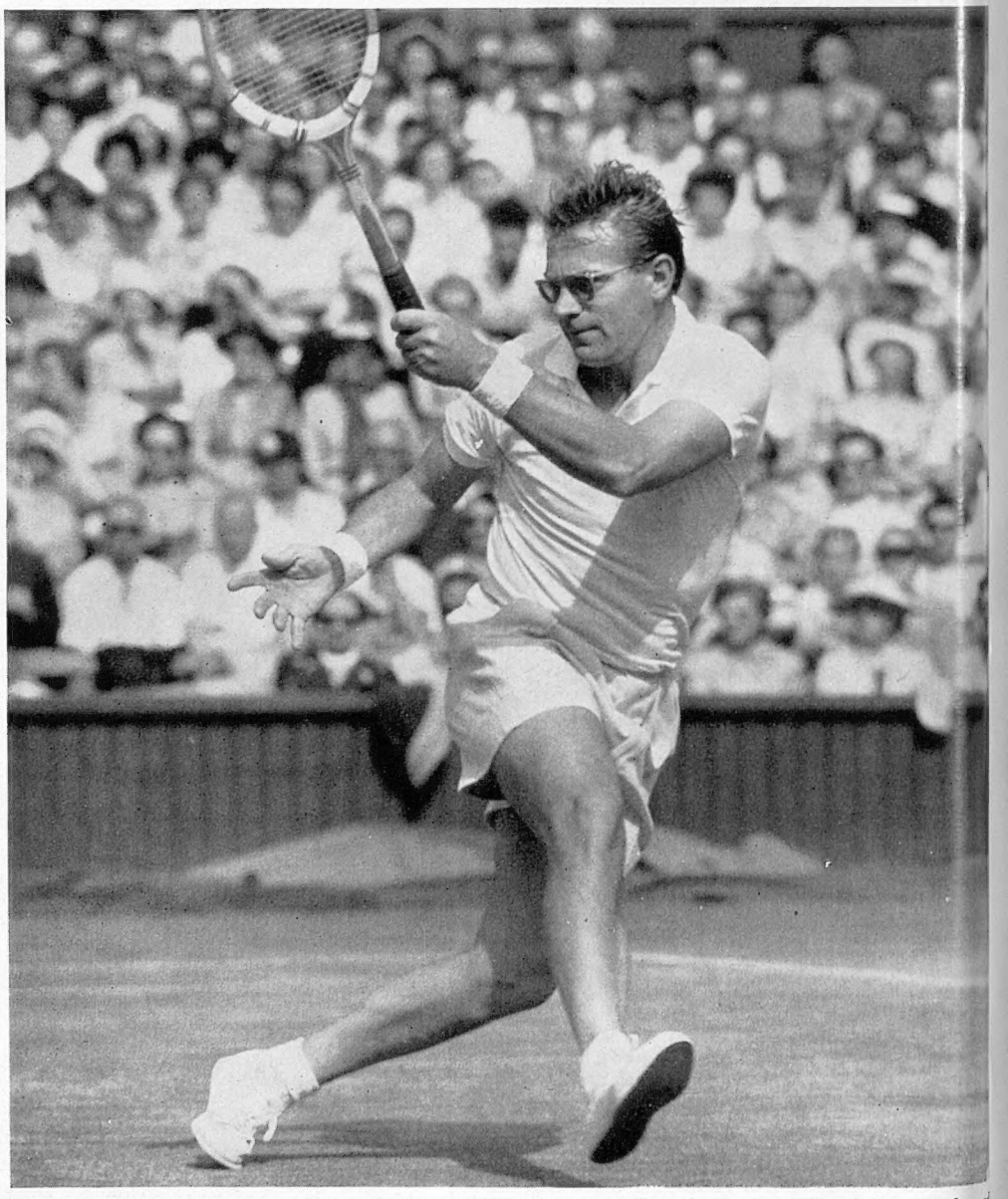


THE GROUND STROKES OF AUSTRALIA'S CHAMPION : K. R. Rosewall who had a comparatively easy passage through the earl rounds. Runner-up last year, Rosewall had great hope that this year his temperament would match his abiliq

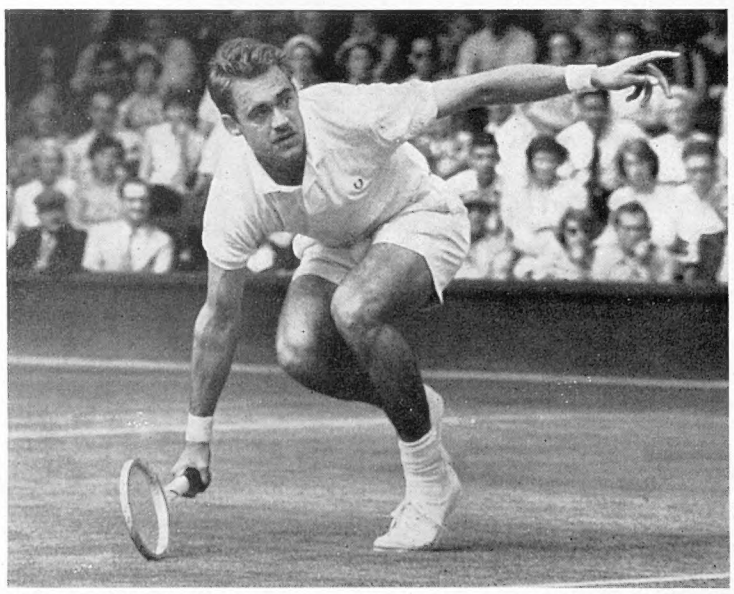


IN SPARKLING FORM : L. A. Hoad showed quite the best form of all the seeded players during the first week. Then, unaccountably, he lost his brilliant touch and was comfortably beaten by the experienced Patty.

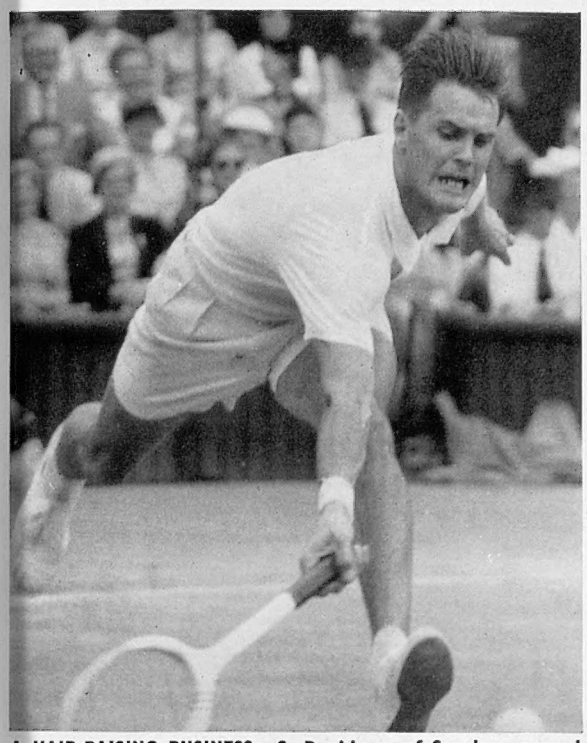
THE FAVOURITE CONCENTRATES: T. Trabert (United States) gets down to the ball during his most impressive attempt to win his first Wimbledon title. Seeded number one, he displayed a confident mastery over his early opponents. Perhaps the biggest shock of the first week at Wimbledon was the defeat of the 1953 champion, V. Seixas, by G. Shea, his American compatriot. Another seeded player to fall was R. Hartwig (Australia), who was beaten by the South African, A. Segal. In the women's singles, Britain's Miss Mortimer, seeded number four, was beaten early on by the Hungarian, Mrs. Z. Kormoczi.



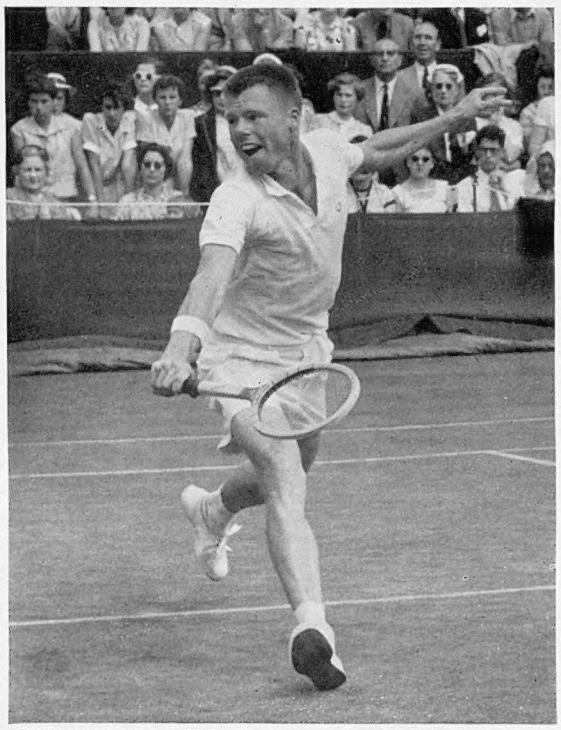
LAST YEAR'S CHAMPION PUTS UP A MAGNIFICENT FIGHT : J. Drobny (Egypt), the favourite of the crowds, and once again scorned by the prophets, showed that he still had the coolest brain among the champions But after reaching the last eight with impressive confidence, he was outplayed by Trabert



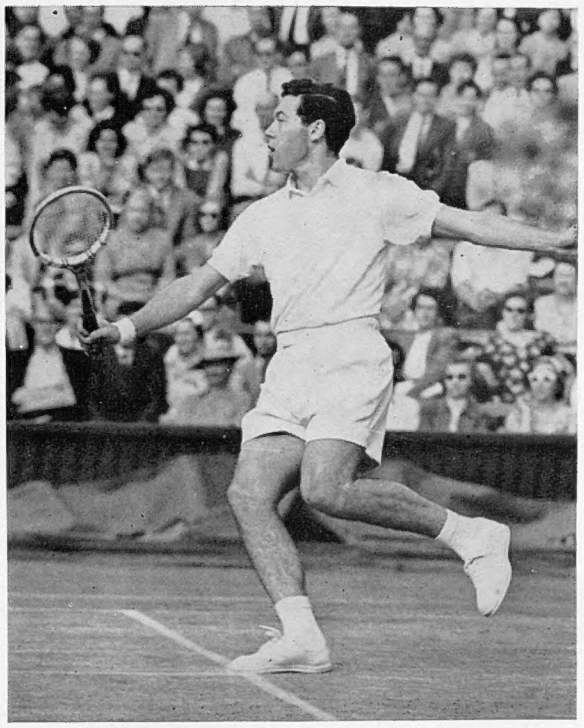
THE WELL-EQUIPPED DANE : K. Nielsen has shown that it was no accident that made him runner-up to Seixas two years ago. He became the fourth European in the last eight by defeating Segal, conqueror of Hartwig.



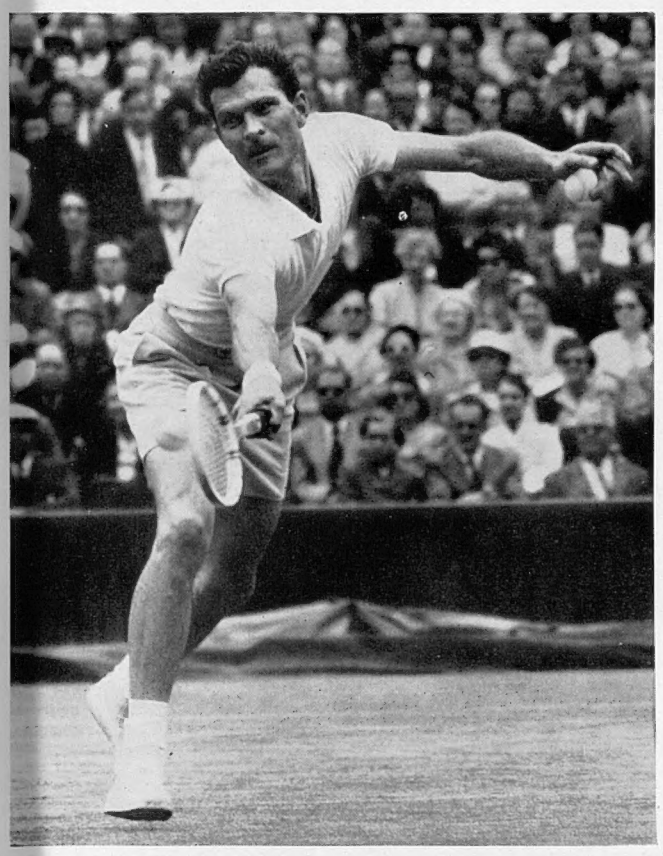
A HAIR-RAISING BUSINESS : S. Davidson, of Sweden, proved too strong for all his opponents until he met Rosewall. But the young American, H. Richardson, ran him close.



CONQUEROR OF A FORMER CHAMPION : Gil Shea, unseeded and not even a member of the American team, in play against V. Seixas, whom he beat in five sets.

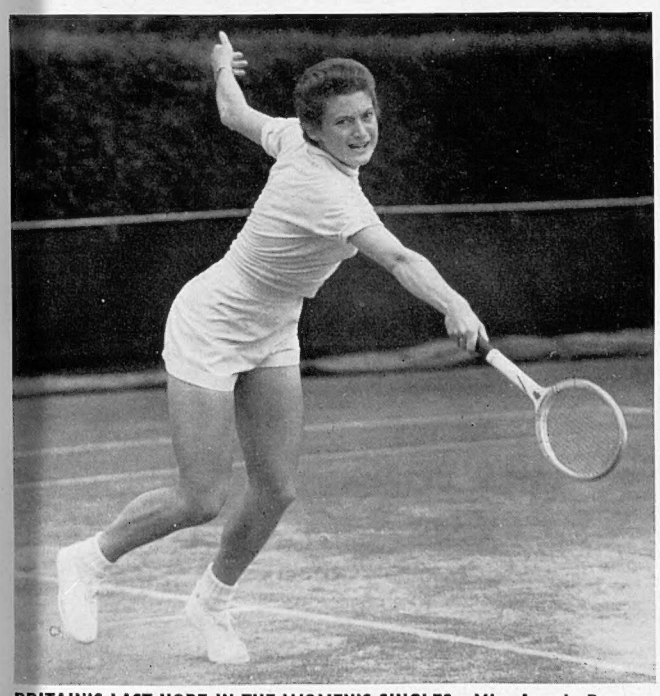


A BRILLIANT YOUNG ITALIAN : N. Pietrangeli showed some delightful strokes in the course of winning his way to the last eight, the first Italian to do so since 1928.

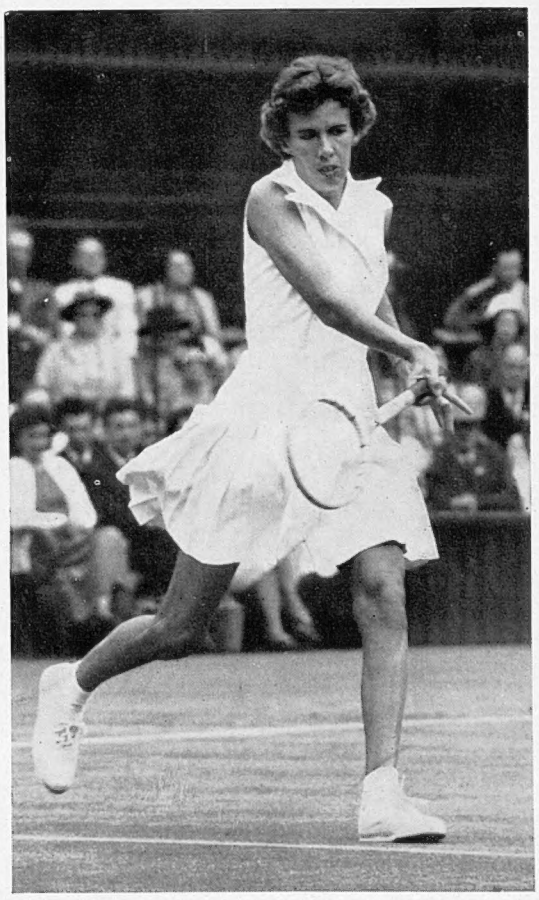


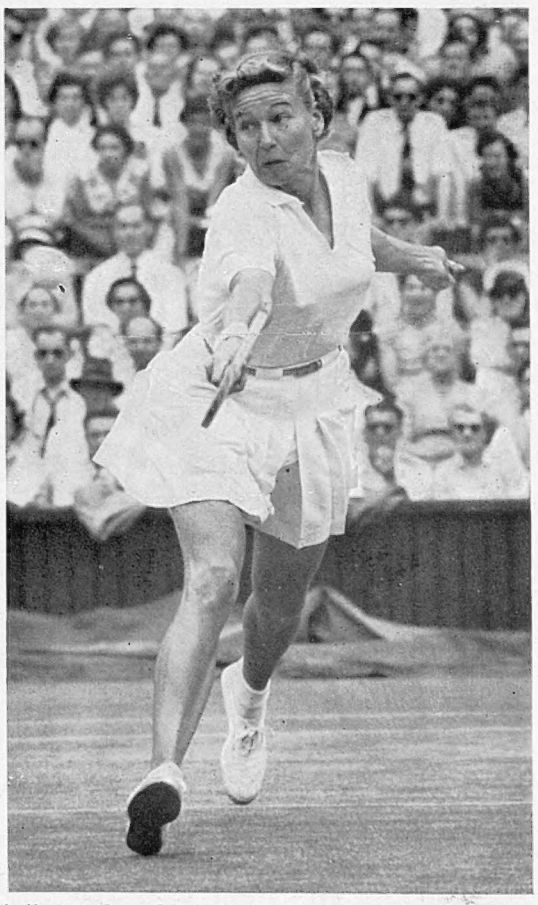
EXPERIENCE COUNTS : Budge Patty, Wimbledon champion of 1950, showed his younger opponents that courtcraft and championship experience still count for something at Wimbledon. He reached the semi-final by beating Hoad in straight sets.

TWO YOUNG BRITISH GIRLS DEFEAT THE AMERICAN FAVOURITES : Miss Doreen Spiers makes a backhand return as her partner, Miss Jennifer Middleton, moves across the court to take the return. They were playing in their women's doubles match against the top-seeded pair, Miss Doris Hart and Mrs. G. C. Davidson, whom they beat 6—4, 1—6, 6—2. Their win opened the way to British finalists in an event for the first time since the war.

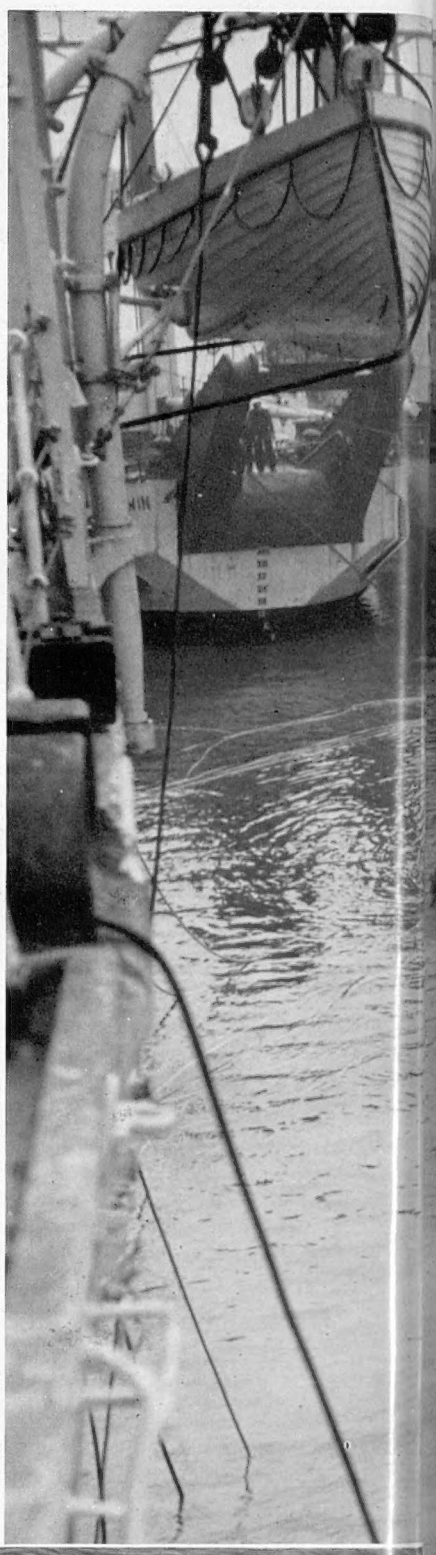


BRITAIN'S LAST HOPE IN THE WOMEN'S SINGLES : Miss Angela Buxton makes a fierce backhand return to Miss J. Staley (Mrs. L. A. Hoad), whom she defeated to reach the last eight in the singles.

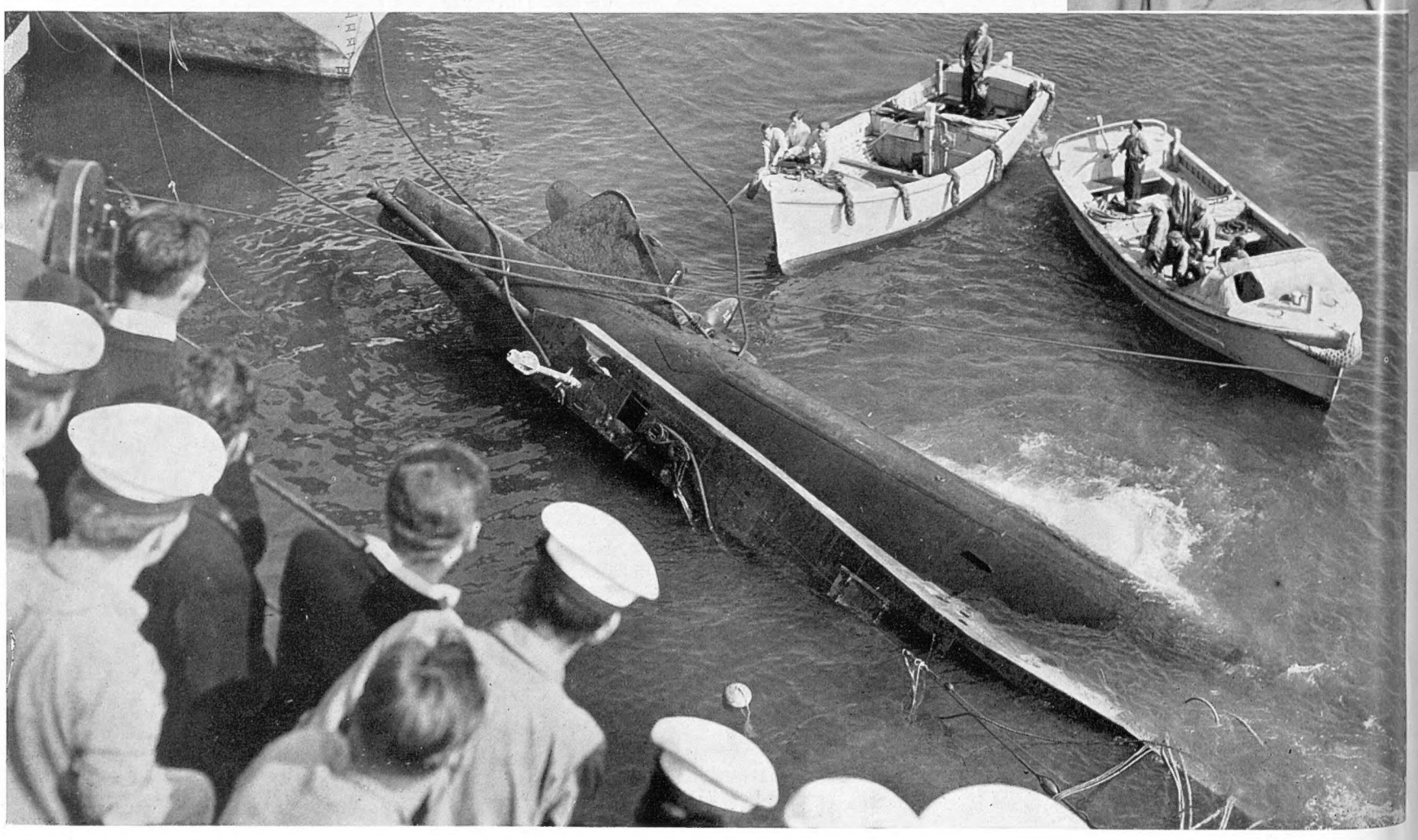




CONTESTANTS FOR MAUREEN CONNOLLY'S TITLE : Miss Doris Hart, *left*, and Miss Louise Brough, who are renewing their old rivalry for the Wimbledon Championship now that Miss Connolly, winner from 1952-54, has retired. Miss Brough won the championship in 1948-50, but it was Miss Hart who took the championship in 1951.



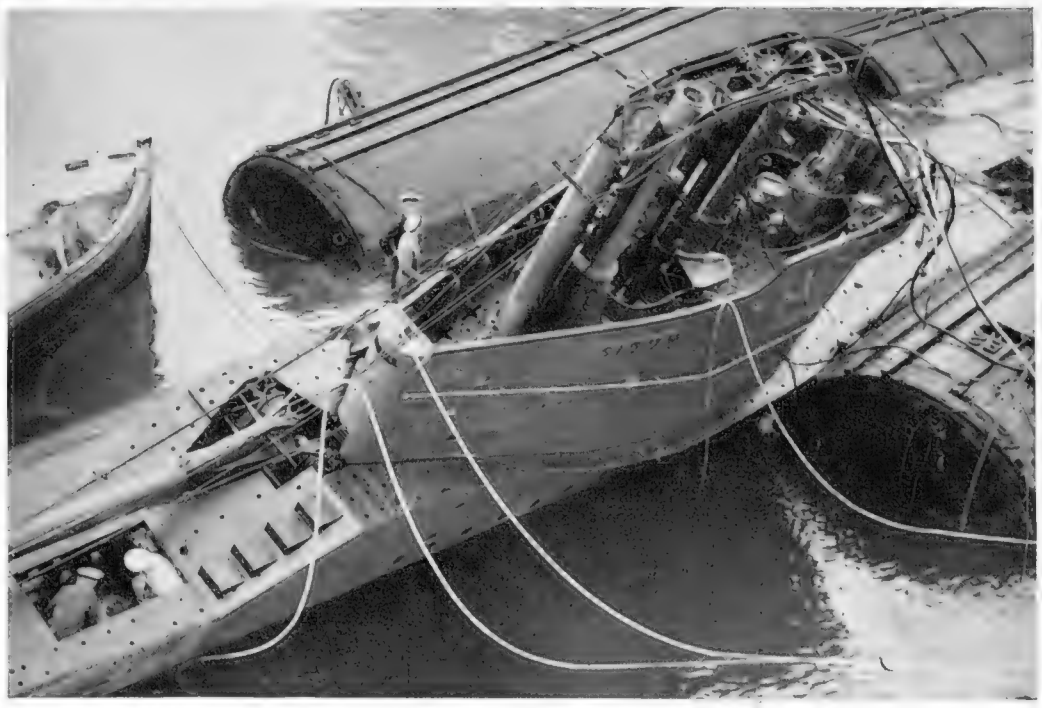
THE PARTIALLY SUCCESSFUL EFFORT TO RAISE THE SUBMARINE: *Above*—The stern of the *Sidon* is brought to the surface in Portland Harbour five days after she had sunk as a result of an explosion, when thirteen lives were lost. *Below*—Another view of the *Sidon* being raised. Both these pictures were taken from the Submarine Depot ship H.M.S. *Maidstone*. This partial raising enabled divers to fix lines beneath the stern so that buoyancy tanks could be fixed for the final operation.



THE "SIDON" IS AT LAST BROUGHT PERMANENTLY TO THE SURFACE: *Above*—Seven days after the disaster, the submarine is raised by means of the surrounding support of four large buoyancy tanks, colloquially known as "camels." *Below*—The conning-tower, which bears the name of the ship, is clear above the water. The next stage in the operation was the beaching of the submarine on the edge of Portland Harbour. Then salvage teams started the long task of bringing out the bodies.

THE "SIDON" IS RAISED

The Submarine which Suffered Disaster in Portland Harbour is Brought to the Surface



When the S-class submarine *Sidon* (1,000 tons) blew up as a result of an explosion in her torpedo compartment and sank in Portland Harbour, three officers and ten ratings lost their lives. Among the dead was Surgeon-Lieutenant C. E. Rhodes, the twenty-seven-year-old surgeon on National Service, who deliberately sacrificed himself so that injured men could be removed from the sinking ship.

The submarine settled in water no more than 36 ft. deep. But the problem of raising her still presented considerable difficulties. Because she was seriously damaged by the explosion, the only method practicable was to surround her with buoyancy tanks or "camels," and with the lift from these pull her to the surface by means of cranes in the "horns" of mooring vessels. The first attempt was only partially successful. *Sidon's* stern was brought up and divers were able to fix lines so that two days later four buoyancy tanks were fixed and brought her up. The next stage was the beaching of the ship.

A joint fund for the dependants of the officers and men who lost their lives in this naval catastrophe has been opened by the Mayor of Weymouth and the Chairman of the Portland Urban District Council.

OSLO'S WELCOME FOR THE QUEEN

Further Pictures of Last Week-end's State Visit to Norway

ONE OF THE QUEEN'S FIRST DUTIES IN OSLO: Her Majesty inspects the King's Guard after landing from the Royal yacht *Britannia* at the start of her three-day State visit to Norway. Walking with the Queen are King Haakon and Captain Skutle, of the King's Guard; just behind are the Duke of Edinburgh and Norway's Crown Prince Olav.

On right—

ANOTHER GIFT FOR THE ROYAL CHILDREN: The Queen receives a 12-in. model of the raft *Kon-Tiki*, in which Thor Heyerdahl (right) crossed the Pacific. The presentation was made during the Queen's inspection of the original raft in the Folk Museum.

THE VISIT TO THE BUILDINGS WHICH FORM OSLO'S NATIONAL FOLK MUSEUM: The Queen (accompanied by Mr. R. Kjellberg, director of the museum), King Haakon and the Duke of Edinburgh are seen leaving the twelfth-century Stave-church which forms part of the museum's collection of ancient buildings. It is made of pine-logs and shaped like a pagoda.

ACKNOWLEDGING THE CHEERS FROM THE BALCONY OF THE PALACE: King Haakon, Queen Elizabeth, Crown Prince Olav and the Duke of Edinburgh are joined on the balcony by Princess Astrid and Prince Harald, the Crown Prince's children. Great crowds welcomed the Queen.

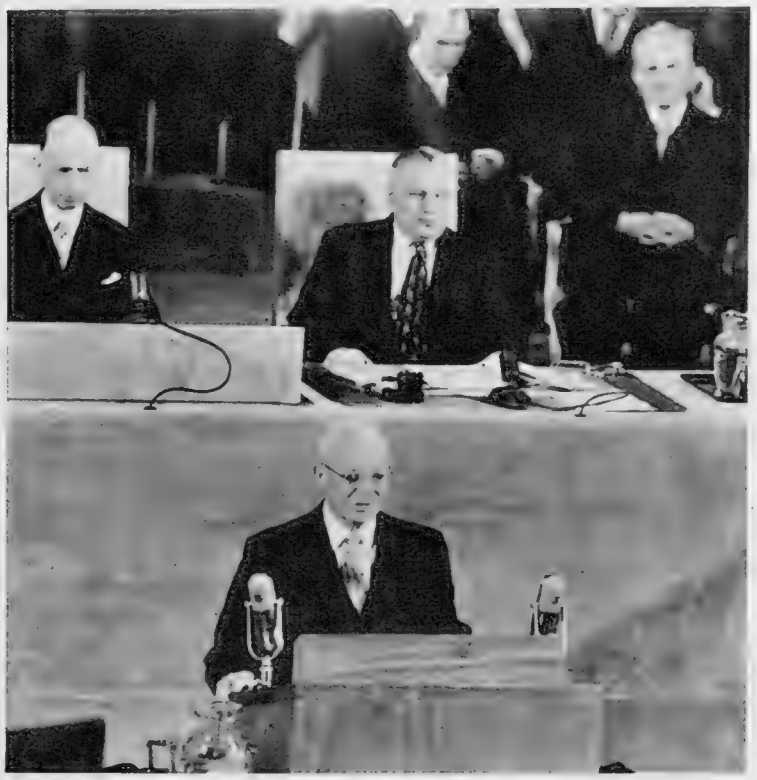
INFORMAL CONFERENCE ON A FAMOUS SHIP: King Haakon and his Royal guests pause for a discussion during their tour of the *Fram*, the Norwegian Polar exploration ship, which Fridtjof Nansen and Roald Amundsen used for their expeditions. The ship, a three-masted schooner, is now preserved in one of the buildings at the Folk Museum.

THE BRILLIANT SCENE IN OSLO'S NATIONAL THEATRE FOR THE GALA PERFORMANCE OF "PEER GYNT": Members of the Royal party occupy a specially-decorated section of the dress circle, where Ibsen sat when the theatre was opened fifty-six years ago. For this occasion, which was one of the most outstanding events of the State visit to Norway's capital, the Queen wore an ice-blue ball gown with the sash of the Order of St. Olav.

TEN YEARS OF THE UNITED NATIONS

President Eisenhower and the Big Four Foreign Ministers Attend the Special Anniversary Session in San Francisco

TOGETHER FOR THE FIRST TIME : The Big Four Foreign Ministers before the opening of the United Nations session in San Francisco, where they met for the first time. From left are M. Pinay (France), Mr. Molotov (Russia), Mr. Macmillan (United Kingdom), and Mr. Dulles (United States).

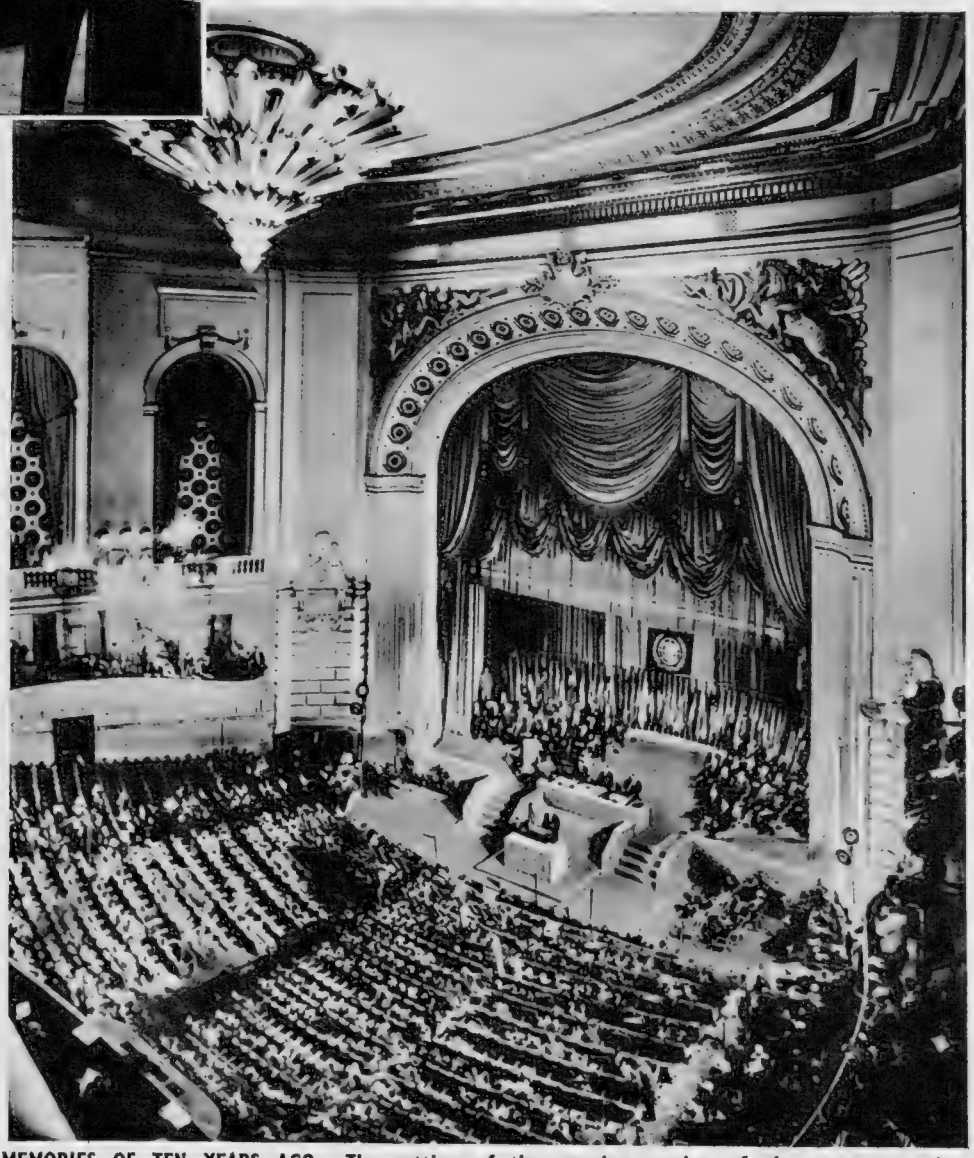


PRESIDENT EISENHOWER CALLS FOR AN END TO THE ARMAMENTS RACE : He is seen addressing the opening session of the tenth anniversary meeting of the United Nations in the War Memorial Opera House in San Francisco.

The special tenth anniversary session of the United Nations last week took on an added significance in view of the forthcoming "summit conference" to be held in Geneva in a fortnight. The Foreign Ministers of the Big Four, as well as President Eisenhower, were in San Francisco, and they took the opportunity of clearing the way for the conference of the heads of governments later. This they did both in their public utterances to the General Assembly, and in the course of private conversations among themselves at dinner-parties and receptions.

AN OVATION FOR THE PRESIDENT : The United Nations Assembly stands to applaud President Eisenhower as he steps on the rostrum. Behind him are Mr. Hammarskjöld, Secretary-General of the United Nations; Dr. van Kleffens, President of the Assembly; and Mr. Cordier, Executive Secretary. To their left are the Governor of California and the Mayor of San Francisco, and behind, Mr. Molotov, Mr. Kiselyov (Byelorussia), M. Spaak (Belgium), Dr. Bech (Luxembourg) and Dr. Pedilla-Nervo (Mexico).

THE PRESIDENT IS CURIOUS : With undisguised curiosity President Eisenhower, lower left, turns to watch the reaction of Mr. Molotov during a speech by Dr. van Kleffens. Right foreground is Mr. Hammarskjöld.



MEMORIES OF TEN YEARS AGO : The setting of the opening session of the commemorative meeting of the United Nations in San Francisco's War Memorial Opera House, birthplace of the United Nations in 1945. Few survivors of that assembly were present last week.

NEWS FROM THREE CONTINENTS

A PICTORIAL SURVEY OF RECENT EVENTS IN EUROPE, AMERICA AND AFRICA

MR. NEHRU AND MARSHAL BULGANIN SIGN A JOINT COMMUNIQUÉ AT THE END OF THE INDIAN PRIME MINISTER'S VISIT TO RUSSIA: Behind Mr. Nehru, at left, stands his daughter, Mrs. Indira Gandhi, who accompanied him during his tour of Europe. At the extreme right is Mr. Mikoyan with Mr. Khrushchev, and behind him Mr. Gromyko. The joint communiqué was signed at the end of Mr. Nehru's fortnight's tour of the Soviet Union. It reiterated the same conditions for co-existence which were agreed between India and Communist China when Mr. Nehru visited Peking earlier this year. It was announced that Marshal Bulganin had accepted an invitation to visit India at a date to be arranged. Mr. Nehru will stay with Sir Anthony Eden at Chequers for two days next week-end, just before the Geneva talks.

WEST BERLINERS HONOUR THE MEMORY OF THE VICTIMS OF THE EAST GERMAN REVOLT: Herr Ernst Scharnowski, a West Berlin Labour leader, speaking during the dedication of a memorial to victims of the East German revolt against the Communists two years ago. The memorial is in a cemetery in the French Sector of West Berlin. Throughout the Federal Republic the second anniversary of the riots were marked by a public holiday and commemorative meetings.

SIBELIUS IN HIS NINETIETH YEAR: The great Finnish composer on the balcony of his home in Järvenpää, near Helsinki. From left are Mrs. Paloheimo, one of his daughters; Jean Sibelius; Mr. Eugene Ormandy, the American conductor; Dr. N. E. Ringbom, manager of the Sibelius Festival in Helsinki; and, in the background, Mrs. Ormandy. Mr. Ormandy had been conducting the Philadelphia Orchestra during this year's Sibelius Festival in Helsinki.

THE FALL OF THE ITALIAN GOVERNMENT: Signor Mari Scelba, still the Italian Prime Minister, tells reporte in Rome why his Government had fallen. Later, h tendered his resignation to President Gronchi afte a final meeting of his Cabinet had failed to settl differences within its own ranks. The Centre Par Coalition, based on the Christian Democrats, which ha been in power under Signor Scelba for more than fifte months, fell because of persistent attacks on the presc leadership from its Right Wing. The members of th dissident group, which includes Signor Pella, a form Prime Minister, have been persistently excluded from offic This is the first time since the war that an Italian Gover ment has resigned, although not defeated in Parliamen

CAPTAIN TURCO WESTERLING TRIES AGAIN: The forme officer in the Royal Netherlands Indonesian Army who led an unsuccessful revolt against the Indonesia Government in 1950, is seen in Amsterdam las month before setting out for Indonesia again. I was alleged by the Indonesian Government that Captai Westerling was making for an island in the Indonesia group in a heavily armed yacht, and that he would try t lead another revolt. The Dutch authorities, however have denied that Captain Westerling would be allowed t leave Holland. They said that his yacht was completel unseaworthy and ran aground soon after leaving harbou

A GREAT NEW YORK DRAMATIC CRITIC AT THE MOST IMPORTANT DRESS REHEARSAL OF HIS LIFE: Mr George Jean Nathan rehearses his marriage ceremony with Miss Julie Haydon, an actress, on board the liner *Santa Rosa*, which was berthed in New York. The next day the ship's master, centre, performed the ceremony when the ship was on her way to South America

VICTIMS OF THE FRENCH REVOLUTION BEATIFIED: Pope Pius XII kneels in front of the altar in the candlelit basilica of St. Peter's, in the Vatican. His Holiness was venerating nineteen newly beatified martyrs who had been guillotined during the Reign of Terror which followed the French Revolution in 1789. Among the large number of dignitaries who took part in the service of beatification was M. Pierre Pflimlin, who is French Minister of Finance.

ARGENTINE REBELS IN URUGUAY: Some of the pilots who flew thirty-nine aircraft into Uruguay following the abortive revolt by members of the Argentine Navy against President Peron's regime are seen in Montevideo after they had been arrested. The airmen were interned and the aircraft sent back to the Argentine. After the failure of the rebels to seize power, there were strong rumours that President Peron had been ousted by the Minister of the Army, General Lucero. But though the Dictator certainly disappeared temporarily from the limelight, he seemed to have recovered his poise and position, and most of his power, within a few days.

A NEW GOVERNOR-GENERAL FOR NIGERIA: Sir James Robertson inspects a guard of honour formed by a detachment of the Nigeria Police on his arrival at Apapa Quays, Lagos. Sir James was later sworn in at the Supreme Court as Governor-General. He was formerly Civil Secretary of the Sudan Government. More recently, Sir James Robertson was Chairman of the Constitutional Commission for British Guiana.

BRITISH FRIGATES AT THE REOPENING OF A BRUSSELS CANAL: The minesweepers *Bramble* and *Pincher*, from the 4th Minesweeping Squadron, sail up the Willebroeck Canal, in Brussels. The canal, which is 400 years old, had just been reopened by Prince Albert of Liége, who pressed a button which raised the canal bridge.

KING GUSTAF OF SWEDEN TAKES COMMAND OF A BRITISH NAVAL SQUADRON: The King salutes from a Land-Rover as he is driven along the flight-deck of H.M.S. *Bulwark*, the aircraft-carrier which was part of the British squadron on a week's visit to Stockholm. King Gustaf, who is an honorary Admiral in Her Majesty's Fleet, temporarily took command of the squadron. It was led by the destroyer depot ship, H.M.S. *Tyne*, which was flying the flag of Admiral Sir Michael Denny, Commander-in-Chief, Home Fleet.

ZIGZAG OF DESTRUCTION—AN AMERICAN EXPRESS TRAIN IS DERAILED BY FREAK FLOODS: An aerial view of the wrecked Union Pacific Railroad streamliner, the *Los Angeles Challenger*. The express train was derailed at Fort Morgan, North-East Colorado, when a freak flood of a local river swept over the railway track. Three of the Diesel units and ten carriages left the track. One motorman was killed, and eleven passengers were injured. The accident occurred during the nation-wide Civil Defence exercise.

A MECHANICAL SCULPTOR FOR WING PANELS

A MACHINE WHICH WILL SHORTEN A HITHERTO LENGTHY PROCESS IN AIRCRAFT PRODUCTION

A SKIN MILL FOR AN AMERICAN AIRCRAFT FACTORY : A view of the huge machine which has been built by the Simmons Machine Tool Corporation of Albany for the North American Aviation Company. The mechanical cutter will be used at the Company's Los Angeles plant for machining wing panels for the F-100 Super Sabre.

Below—

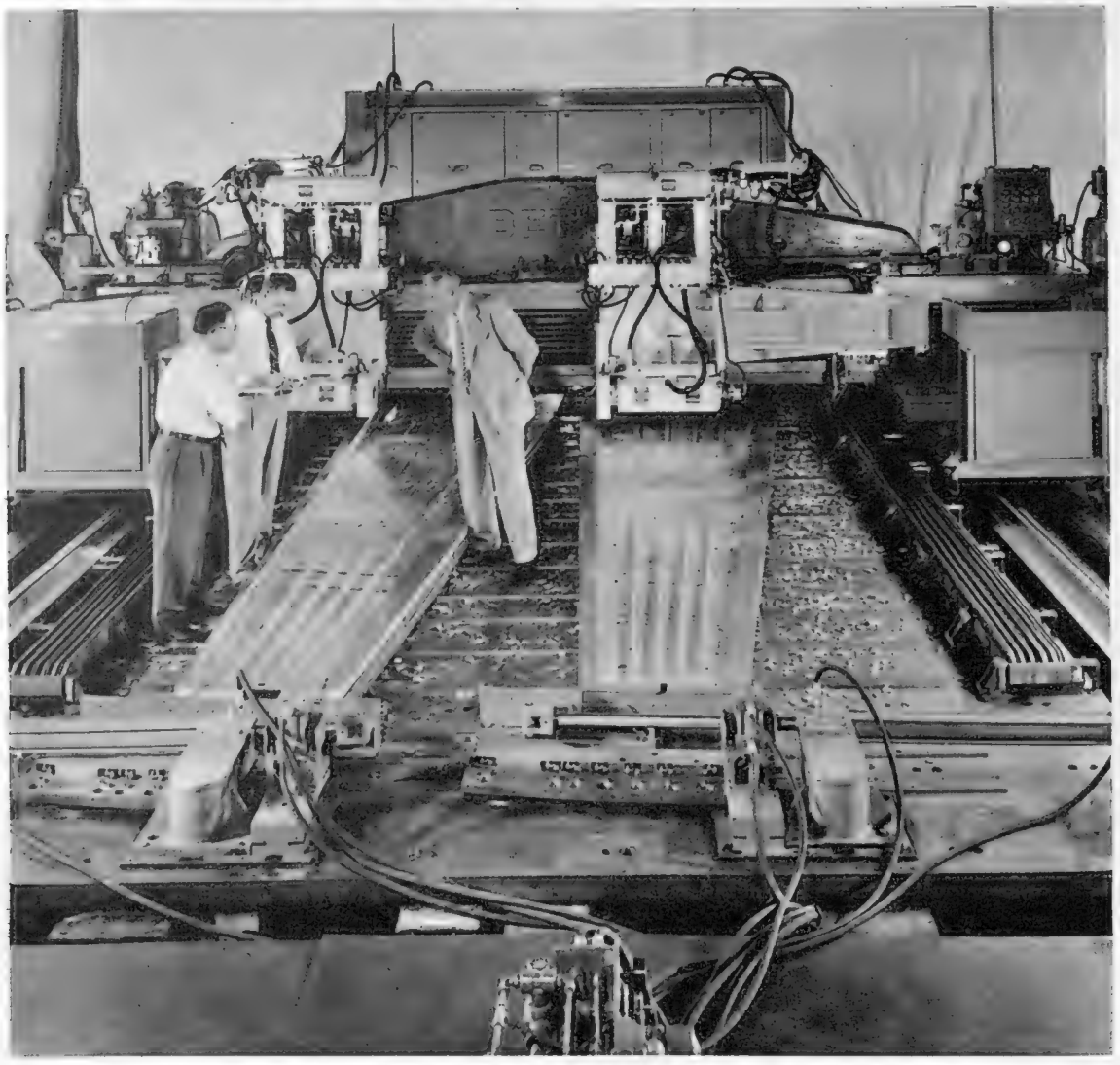
ONE OF THE CONTROL PANELS OF THE SIMMONS SKIN MILL : There are altogether sixty individual controls contained in two consoles. This machine will cut down the time taken in cutting a wing panel from several days to a few hours.

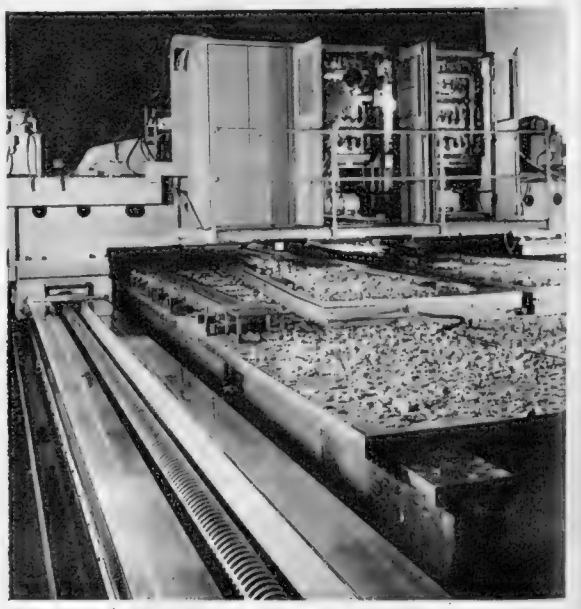
The days of wood-and-canvas construction for aircraft are far behind : the comparatively recent technique of a metal skin attached to a metal frame by rivets is also becoming out-dated. The transonic and supersonic speeds which are now commonplace for high-performance jet planes demand a skin free from rivets and of a greater strength than the older method made possible. The answer has been found by machining large pieces of metal to the required shape and section—a lengthy and costly process. The wing panels of the Super Sabre, for instance, took some sixty hours of hand machining before they could be fitted to the aircraft. The Simmons Skin Mill, which is shown on this page, will, when in operation with North American Aviation at Los Angeles, cut down the time taken to 3¼ hours. Intensive testing of the skin mill has just been completed to the satisfaction of North American engineers.

The skin mill is actually a conversion of a thirteen-year-old pit planer, and is controlled hydraulically and electrically. It works to an accuracy of one-thousandth of an inch. As delivered to North American Aviation, the machine will sculpture two wing panels simultaneously, but provision is also made for tools to be fitted so that as many as five leading-edge skins can be dealt with at one time. The shape of these smaller skins necessitates a diagonal cut being made. When operating longitudinally, the skin mill can cut at a speed of from 20 to 150 ins. per minute in either direction. A cut at right angles to this line varies from a speed of 5 to 62 ins. per minute. Diagonal cuts are made at a somewhat lower speed, and are made by an accurate co-ordination of the longitudinal and transverse cutting mechanisms.

The Simmons Skin Mill is 12 ft. high, 25 ft. wide, 30 ft. long, and weighs over 200 tons. The milling heads are driven by two 60-h.p. electric motors, and the spindle speeds are as high as 3,600 r.p.m. The specially designed carbide-tipped cutters vary in size and type according to the job to be done, and can remove up to 250 cu. ins. of metal per minute. The large volume of metal chips produced by the machine constituted a minor problem. When the skin mill is finally installed in the North American Aviation plant, provision will be made for removing chips from behind the cutters to a conveyor system.

The United States aircraft industry has always been able to produce even complex modern jet aircraft at a great rate, and when the new mill is in operation, the rate of production should be higher still.





THE REAR PART OF THE AUTOMATIC CUTTER : Some of the metal shavings removed from the wing panel can be seen. *On left*—Notes are made of the machine's capabilities. It will enable the production of Super Sabres to be speeded up to a considerable degree.

LE BOURGET PARADE

SOME OF THE AIRCRAFT SEEN AT THE INTERNATIONAL AIR SHOW NEAR PARIS

On left—
AIRCRAFT OF MANY NATIONS AT THE INTERNATIONAL AIR SHOW AT LE BOURGET : Part of the static exhibition at the twenty-first Show near Paris. In the centre of the picture is an American Convair 340 twin-engined airliner in the colours of Royal Dutch Air Lines, one of the many users of this type. Partly hidden by the Convair's fin is the French HD-32 transport, which was illustrated last week. The two smaller jet planes which can be seen are a Sud-Est Mistral (right), the French version of the de Havilland Vampire, and a Dutch Fokker Mach Trainer, an advanced two-seat, high-performance training plane.

THE FRENCH AIRCRAFT INDUSTRY SPECIALISES IN STRANGE SHAPES : This plane, which looks as if it would be more at home in water than in air, is the S.F.E.C.M.A.S. Gerfaut turbojet high-speed research aircraft. It has a delta wing and was among the first jet planes in the world to exceed the speed of sound in level flight without using after-burners or rockets.

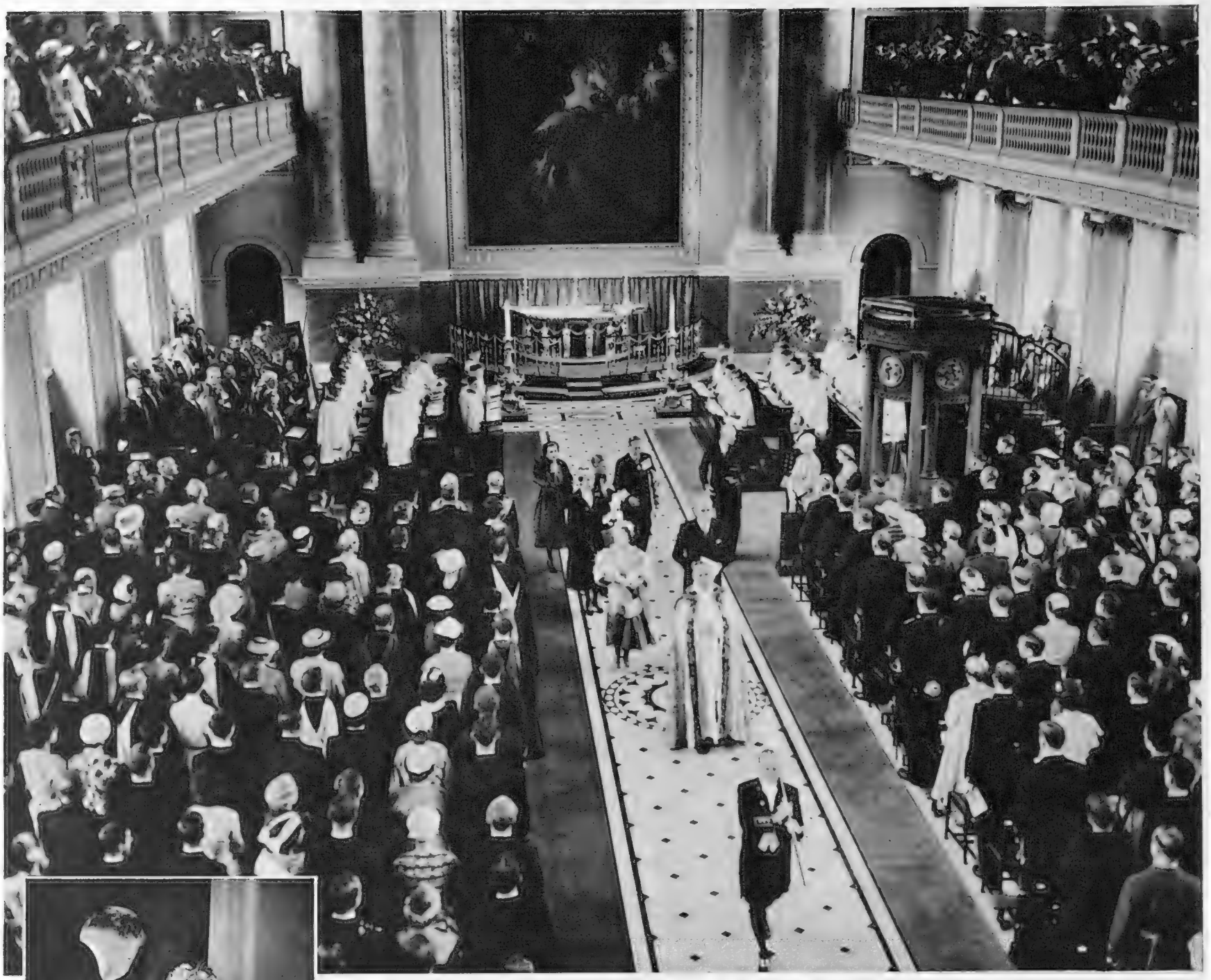
A MIDGET OF THE AIR FOR THE PRIVATE FLYER : The SIPA Coccinelle, a recent addition to the range of French-produced light aircraft. Because of generous Government subsidies for private flyers, this aircraft costs the Frenchman only £400, and its fuel consumption is about 28 miles to a gallon.

THE SUD-EST BAROUDEUR—ANOTHER EXAMPLE OF FRENCH ORIGINALITY : This single-seat fighter has been designed to operate from rough and unprepared airfields. Take-off is made from the trolley seen in this picture and the Baroudeur lands on its retractable skid.

A DESIGN FOR THE FUTURE : The Leduc 0.21 ram jet research aircraft is seen in the *top* picture on its "mother aircraft," which flies with it until a speed enabling the ram jet to function has been reached. In the *lower* picture the 0.21 trails a parachute as it comes in to land.

Although a feature of the International Air Show at Le Bourget is the comparison it affords between aircraft of different countries, great interest is always shown by visitors in the varied types of French aircraft which can be seen. France has always been able to produce a good prototype, usually of unorthodox design, and one of the criticisms levelled against the French industry is that it produces prototypes alone. This year, however, many production aircraft were to be seen. But interest still centred around the research models. Probably the most futuristic was the Leduc ram jet, which made its first public flight at the Show. The principle of the ram jet is that the air which is burnt with fuel is compressed only by the forward motion of the aircraft. The faster the ram jet flies, the more powerful is its thrust. The Leduc 0.21 is designed only for subsonic speeds, but another model is being built which will fly at twice the speed of sound.

The drawbacks to the ram jet are its fantastic fuel consumption and the fact that it has to fly at speed before its engine functions. Another daring French prototype was the Baroudeur, which, spurning the concrete runways at Le Bourget, took off from the grass with the help of its trolley, which, after the jet plane had left, was braked by a parachute. The Baroudeur can, if necessary, take off with its trolley attached or from its landing skid. During recent years France has made a name for herself in small aircraft for the private flyer. Yet another aircraft was added to the list this year when the SIPA Coccinelle, which costs as much to buy and run as a moderate-sized car, was shown for the first time. Seating two, the Coccinelle has a cruising speed of about 120 m.p.h. Some unusual demonstrations were given by French aircraft. One featured an Alouette II helicopter, which lifted a car and flew it around the airfield.



AFTER THE ARCHBISHOP OF CANTERBURY HAD REDEDICATED THE CHAPEL : Preceded by the Chaplain of the Royal Naval College, the Rev. B. A. Watson, Queen Elizabeth the Queen Mother leaves the redecorated chapel after the service of rededication. *On left*—The Queen Mother, watched by Mr. Nigel Birch, performs the opening ceremony at the Queen Elizabeth II ante-room.

THE QUEEN MOTHER AT GREENWICH

The Chapel at the Royal Naval College is Rededicated, and a new Ante-room opened

After the extensive redecoration of the 166-year-old chapel of the Royal Naval College, Greenwich, the Archbishop of Canterbury last week performed the ceremony of rededication to St. Peter and St. Paul in the presence of Queen Elizabeth the Queen Mother. The original chapel was, like so much of the Royal Naval College, designed by Wren, and was completed in 1752, but it was destroyed by fire in 1779. Ten years later the present chapel was completed. The redecorations which have now been carried out, and which were so extensive that it was considered necessary to rededicate the chapel, restore to the building, as far as possible, its original colour scheme. Much of this had disappeared when the chapel was last redecorated in 1882. Queen Elizabeth the Queen Mother performed another ceremony when she opened the new Queen Elizabeth II ante-room.

A PAT FOR THE MASCOTS : Queen Elizabeth the Queen Mother, with two members of the guard of honour, Melody, left, and Glory, who are both the mascots of the Greenwich Sea Cadet Corps.

THE QUEEN MOTHER HEADS THE PROCESSION : With Queen Elizabeth walks the First Lord of the Admiralty, Mr. J. P. L. Thomas. They are followed by Mrs. John Mulholland and Captain Oliver Dawnay, in attendance on the Queen Mother ; Countess Mountbatten and Admiral Sir William Andrewes, President of the College ; the Hon. Mrs. Nigel Birch and Mr. Birch, Minister of Works ; and Lady Andrewes and Captain C. H. Hutchinson, captain of the College.

SIR WINSTON ARRIVES AT GUILDHALL: He is inspecting the guard of honour of Pikemen of the Honourable Artillery Company. Then in an impressive procession of the City Lands Committee, he entered Guildhall, where a distinguished assembly was waiting with the Lord Mayor, who unveiled the statue of Sir Winston. It shows him seated. The sculptor is Mr. Oscar Nemon.

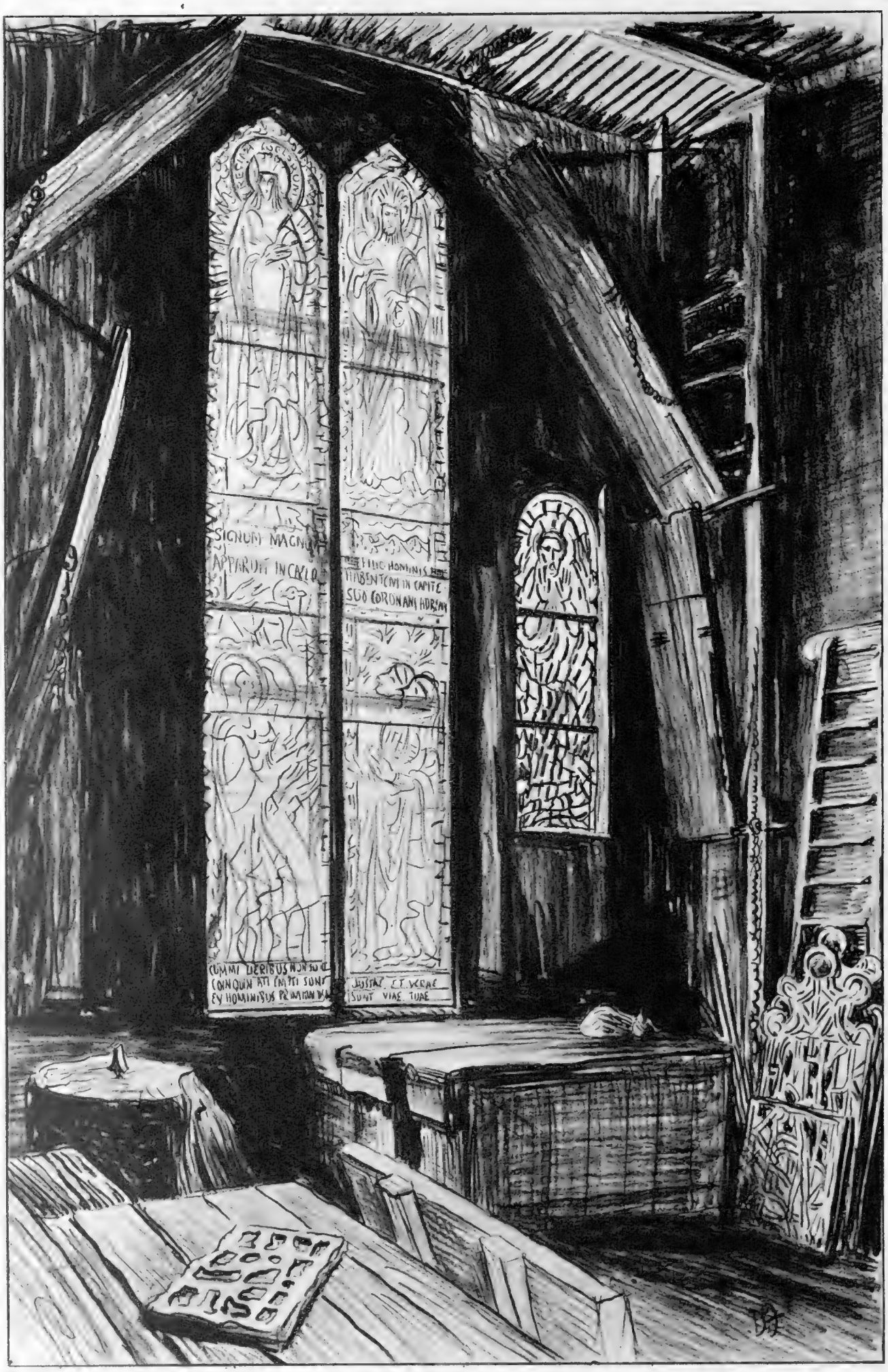
CHURCHILL APPROVES HIS STATUE

Sir Winston Sees it Unveiled at a Ceremony in Guildhall, London

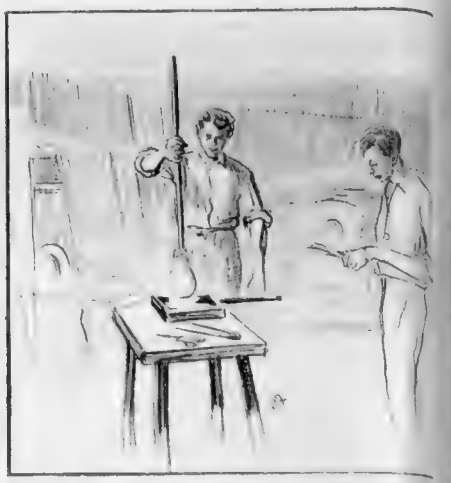
The City of London's annals are crowded with historic occasions. There can hardly be a more worthy addition than the ceremony last week when Sir Winston Churchill visited Guildhall for the unveiling of his statue. As he walked up to the dais he was loudly cheered by members of the Corporation and the gathering of distinguished guests. The Lord Mayor unveiled the statue, which shows Sir Winston seated and slightly larger than life. It is the work of Mr. Oscar Nemon.

There was some amusement when Sir Winston expressed his approval of the statue —"a very good likeness"—and his admiration of the sculptor's work. Many of his listeners may have recalled to themselves that he has not always shown such appreciation of portraiture and representation of himself. He then expressed regret at the absence of Lady Churchill, who was unable to attend because of the recent accident in which she broke her wrist. In the latter part of his speech Sir Winston looked back on "the most violent century in human record." Through more than half of it it had been his lot to live. Yet viewing the future, he confessed he was, like Disraeli, on the side of the optimists. He was glad that talks at the summit had now been arranged, but he warned against counting on complete and immediate success. "We must persevere in the maintenance of peace through strength, for that is our theme."

"IT SEEMS TO BE SUCH A VERY GOOD LIKENESS": With a typical gesture Sir Winston expresses his admiration of the sculptor's work after the Lord Mayor, Sir Seymour Howard, seated right, had unveiled the statue. The sculpture commissioned by the Court of Common Council, is slightly larger than life-size. The Lord Mayor described Sir Winston as "pre-eminent among the greatest figures of his age, secure among all the giants of world history and admired throughout the free world."



STAINED GLASS IN THE OLD STYLE AND THE NEW STAND SIDE BY SIDE: The studio at the works of James Powell and Sons, Wealdstone, containing two recently completed windows. The larger is a traditional stained-glass window for a church in Pennsylvania, and at right, one made in the new style. In the foreground is a small panel of a new-style window.



MAKING THICK STAINED GLASS FOR THE NEW PROCESS: One man has gathered some molten glass and is dropping it in the mould. Another stands by to cut off the molten glass from the end of the metal rod

REVIVING AN OLD PROCESS FOR STAINED GLASS

Messrs. James Powell and Sons, of Wealdstone, are Adopting a 1,400-year-old Process to Give Added Brilliance to the Glass

WITH SPECIAL SKETCHES
By DENNIS FLANDERS

WHERE A STAINED-GLASS WINDOW BEGINS—THE ST been sketched out in colour and approved E glass. But in the new process, thicker gl

It was during the sixth century that there began the first development of the process by which pieces of brightly coloured glass were set into windows. At that time the pieces of glass were held together by cement. Later, narrow strips of lead took the place of cement, and the different facets of a stained-glass picture were painted in. Now, in the new process which is being used by Messrs. James Powell and Sons (Whitefriars), cement is once again used, and the features are chipped into the glass instead of painted.

The present normal method of making stained glass may be briefly described. A small-scale drawing in colour is made of the design, and from this working drawing is made a black-and-white drawing and then a full-size cartoon, indicating the lead lines and the position of the various pieces of glass. The glazier cuts these pieces from sheets of glass of the different colours required. The painter then traces the lead lines. After the different pieces of glass have been put into their position on a glass easel and temporarily stuck together, the shading of the chief features of the picture is carried out. Whatever means of shading are used—it may be wash, or hatching, or both—the chief aim of the painter is to make the shadows as clear as is necessary while dulling the glass as little as he can. The glass is then leaded, and the window, after being solidified, is practically ready to be put in place.

The new process, or rather, the modern application of the old one, is different. To start with, the glass used is several times as thick as that in the leaded windows, giving a richer and more brilliant colour effect. This is heightened by the fact that the pieces of glass in the mosaic are smaller, so that there are more of them. And this richness of colour contrasts effectively with the dark cement around it.

Drawings and the tracing of the cartoons are made in this process as in that of leaded windows, and the glazier still has to cut the pieces of glass to fit the rough shapes indicated. But then a fine wire is inserted, where previously the lead lines were merely indicated. This wire holds the cement when it is poured and flows round the glass. The next stage is the chipping of the shadows into the glass, and also, incidentally, scraping away the cement from the glass, where necessary. The effect, as may be imagined, is startling. For the boldness of the intricate cutting of the glass is matched by the brilliance of the colours, untrammelled by the alien paints which have too often obscured them in the leaded windows.

It is, of course, one thing to paint in delicately, say, the features of a face, and quite another to hew them out of glass. An entirely different technique in the design of stained-glass windows is therefore required, and therein lies the real change which the new stained-glass process is likely to bring. But it also gives a clue as to why this process, not so very different to that employed 1,400 years ago, has been revived to-day.

WHERE THE PRESENT TYPE OF STAINED GLASS IS PAINTED : Here, in the painting-room, the glass, after being cut to fit the cartoons, is laid out and placed on an easel, and the features and shadows are painted on by brush. In the new process, the different facets are chipped into the glass, and not painted.

STUDIO AT WEALDSTONE : Here artists are seen drawing out full-size cartoons of the designs, which have already been approved. Each piece of glass is traced in outline. This applies to both the present and the new process of making stained glass. The larger pieces, and smaller pieces, are inserted, and the space between them, previously filled with lead, is taken up by cement.

WHERE THE RAW MATERIALS ARE ASSEMBLED : This is the mixing room, where all the various commodities used in making stained glass are stored. The room also contains weighing-machines.

Seventy years ago William Morris, one of the leaders of the Gothic revival, was calling for a return to the mosaics which enriched the churches and cathedrals of Europe before the Renaissance. And although he did not envisage the process with which experiments are now being held, he did appreciate the value of contrast to the brightly coloured pieces of glass, and condemned those who sought to hide the leading in the windows.

From the rather crude cut pieces of glass of the sixth century there developed the glories of twelfth-, thirteenth-, and fourteenth-century stained glass. At first the tracing of the shadows was slight, with nothing but a little wash to mark the facets of the pictures. The effect was one in general keeping with the art of the time, complementary to the work of the Primitive painters on canvas. The development in later centuries mainly concerned glazing, which was accompanied by more elaborate painting which still did not take anything away from the lustre of the colour. Windows in York Minster, or Chartres or Bourges, are magnificent examples of this period.

With the fifteenth century and the change to the Perpendicular style began the era of domination of the painter's brush, until colour became a secondary consideration from the sixteenth century onwards. The artists of the day aimed at reproducing canvas designs on glass, not " staining " glass to gain the same pictorial effect. Then, in the middle of the last century, came a revival of the Gothic art of making stained glass.

This revival was led by one Charles Winston, who approached James Powell, owner of the Whitefriars Glass Works. Samples of medieval glass were analysed, and this enabled Powell to develop a range of colour and quality which had not been seen since the Middle Ages. The Pre-Raphaelites were immediately attracted to the re-discovered process, and Rossetti and Burne-Jones were among those who designed for the Whitefriars studios. But it is, perhaps, the work of James Hogan which is the outstanding product of these studios. Among his designs are the windows for Liverpool Cathedral and St. Thomas' Church, New York.

Stained-glass windows must complement a church, not dominate it. As the styles of architecture differ, so should the techniques in stained-glass painting. It may be that the greater realism which the new process lends to the windows will fit in with the modern designs of new churches in England and the United States.

COUNTRY-HOUSE INFLUENCE IN ENGLAND

Its Patronage and Influences Through the Ages on Our Native Culture, and its Importance in Our Literature

By JOHN GORE

THE ENGLISH COUNTRY HOUSE.—One might, I suppose, begin with the remains of the Roman villas, such as Bignor, in Sussex. This indeed was an English country house, if designed and lived in by a foreign occupying Power. But it can fairly claim to have radiated a cultural influence on a backward people, and soon enough it was imitated and reproduced by our own primitive ancestors.

But I fancy the theme must be narrower. We cannot go back so far to find the "English country house." We must skip Alfred's successful experiment with a nation of allotment-holders, skip the feudal system, the castles, the moated, protection-giving manors, the great monasteries with their vast influence in culture, local and international, political and educational, and begin our survey after the dissolution of the monasteries when so many of our surviving great country houses began to rise on or be adapted for peaceful use on church property. These great houses and the smaller manor houses began to multiply and we can comprehend very fully their uses.

The reign of peace had come at last for the population, largely workers on the land, and though they still needed the protection of the law and such protection from want as the first experiments in local government could afford them, they no longer needed protection from physical violence such as, at a price, the feudal barons in their fortified castles afforded them. And so far as available, the protections they needed were found for them by the owners of these great houses and manors.

Headquarters of Law and Order.—These were the seats of primary justice and local government. Here lived the Justices of the Peace, responsible for law and order, for the functioning of poor laws, for the making of roads, for health services, for almost all the duties to-day carried out by county and district councils; rough justice, primitive planning, but it worked, and no one more appreciated the system than did Queen Elizabeth in her progress from one country house to another. For they were not only the council offices and the local law courts but the cultural museums and educational centres of their group of villages.

The system worked. It worked so well that it persisted for centuries. Indeed, it was not until the Local Government Act of 1888 was passed, to clean up and consolidate a mass of overlapping bodies and expediency measures, that the principle was totally abandoned that the country house and the Rectory, the homes of the Justices, were the offices for local justice and for all the functions of local government, from police and roads to education, health and poor relief. And even to-day, one at least of those functions of local government is shared between the county council and the Justices.

THE CARTOON GALLERY AT KNOLE, SEVENOAKS, KENT: Its floor is formed of tree-trunks split in half. Knole, "a great country house," was acquired by the Sackvilles in 1603 and presented to the Nation a few years ago by Lord Sackville.

As the acceptance of aristocratic government slowly evolved into that of democratic, the basis of selection of lay magistrates broadened, though with infinite caution. Only in our own time has the lay magistrature become representative of all classes and interests and even developed mild standards of mental qualification for legal duty other than that derived from ownership of land or pre-eminence in military service. The influence of the country house on our social life, and accordingly in our literature, must owe a good deal to these matters.

The First Art Museums.—That long and beneficent influence in social life in the fields of culture and education was due to the opportunities which wealth, derived from land holding, afforded to the privileged. An illiterate peasantry turned to the great house, the Manor and the Parsonage, for guidance, where alone the culture and learning to be gained from foreign travel and universities existed.

As for the owners of the greater houses, they were indeed until quite modern times the true patrons and inspirers of art and artists.

The great houses were the nation's art galleries, and very generously made available to artists and all lovers of art. Without these facilities Gainsborough would never have learned to paint.

The great English school which in the eighteenth century began with Hogarth and persisted until Constable owed much of its greatness to the English country house. Its owner, who knew more about art than the professionals, did the Grand Tour as a matter of education and preference and bought widely and generously (cheaply, of course, after the ruin of the Napoleonic Wars) and returned to fill his great saloons with the noblest masterpieces of the Continent.

He threw them open to any aspiring painter and to the travelling tourist such as Celia Fiennes or John Byng impartially, and often, as in the case of Lord Egremont at Petworth, he lodged, fed and encouraged the artists as his guests and afforded them the means to work in his house.

The Backcloth of Social History.—From the country house, too, the humbler folk imitated the fashions and customs of a more trivial kind in dress and manners and sports and recreations. If we accept it that history is the story of mankind, a continuous narrative of the progress uphill or downhill of the generations of mankind, each holding the hand of the last, each linked with the next, then we see history not as watertight compartments, chapters, reigns and epochs, but as a non-stop march without halts, and we recognise that it is *social* history, and not political history (a catalogue of wars, treaties and Acts of Parliament, dates and reigns), that is, true history; and, accepting that, we have no difficulties in understanding why the country house figures so large and important in our literature, be it poetry, novels, memoirs or diaries and letters. The novel, after all, is but social history-without-tears, a mirror held up to reflect the tastes and trends of the generations, and, less recreationally, the same is true of other types of literature.

The Paston letters, the comedies of Shakespeare, Sir Roger de Coverley, Scott, Thackeray, Trollope, Disraeli, the Brontës, down to Galsworthy, even Wells, are only haphazard citations from among the masters, as are Shorthouse, Henry Kingsley, Anthony Hope, and a whole crowd of Victorian and Edwardian male and female novelists who prove the prime importance of the country house as a setting for a comedy of manners.

I suppose that in no era of its reign was the country house so often employed as a setting as in the period of its decay between 1890 and the First World War—an era when many of the owners, mostly new to the job, in an age of showmanship, were beginning to forget the responsibilities of the trust in the zest for cashing-in on the privileges.

The Causes of Decline.—The novels of this period, largely trivial, or of no permanent worth, are yet valuable for the light they throw on the causes of the decline in country-house influence. The most brilliant and valuable is perhaps Victoria Sackville-West's *The Edwardians*, wherein, through the eyes of a fictional character, a radical and a thinker, the great traditions of a great country house (Knole) are observed in their decline, and the various influences leading to that decline are examined.

It is made clear that for generations the good in the system had been the result of co-partnership between the owner and his employees. All had their responsibilities, all shared in the pride, all contributed their shares to the influence. On the estate and in the policies and below stairs, the hereditary system existed. The butlers, keepers, carpenters, foresters, the housekeeper, cook and upper servants, formed a hierarchy, son or daughter succeeding father or mother in the chief offices, the younger generation serving apprenticeships to their elders.

Even when the system began to break up, in the age of showmanship under upstart owners, it was often the servants themselves who, in pride and rivalry, set the standards of luxury and super-abundance too high and brought about the revolt of the underlings from domestic service. But the advances of science must have accomplished the decline soon enough, even without the Edwardian era of showmanship and the social revolution and austerity which succeed world wars.

Country life was becoming too slow, domestic service too strict, for a post-war generation imbued with the spirit of petrol and discovering in the internal combustion engine a means to a wider, freer, less-fettered life, with more pay and greater opportunity for diversion. But the types of owners who hastened the decline are well described and branded in a hundred lesser novels of the period by Galsworthy, Anthony Hope ("Samuel Travers Carter"), Mary Cholmondeley, Elinor Glyn, and a host of others of some or no importance who covered that period.

THE SCENE OF ROYAL VISITS FROM THE DAYS OF KING CHARLES: The south front of Cotehele House, Cornwall, which dates from the reign of Henry VII. Once the country seat of the Earls of Mount Edgcumbe, it is now National Trust property.

A New Chapter?—It may be—I hope it will be—that a decade hence we shall recognise a similar type of literature documenting the struggles of the last owners of these great houses who never abandoned their responsibilities when their privileges had vanished, to keep the flag flying and the *panache* unspotted, while the private trust merged into the National Trust.

The influence of these great houses and of such owners who still survive and have never abandoned their trusteeships, is still alive in their territories. So strong, so beneficent in the main was the influence, so permanent the tradition, that the vast social revolution of our day has not yet killed their influence. Indeed, the literature devoted to the English country house— the main proof of its usefulness and influence —right up to the Edwardian era—was in the main worthy and often noble. The Edwardian was for the most part trivial and tragic. It told the tale, and underlined the lesson, of the causes of the break-up of a great tradition—the relaxing of the responsibility and the grabbing of the privilege. So ended the influence on our social life of the great house as a living house, a family home. But I am not sure that in a decade or so a new and fine literature may not grow up round these great houses in their new character of show houses, National Trust houses, cultural and institutional houses.

Already we have, to enjoy and profit from, our National Galleries in rural surroundings, our Victoria and Albert Museums, our Covent Gardens. We have our Petworths and Hatfields, our Upparks and Aynoes; we have our Glyndebourne. I shall be surprised if a worthy literature, a noble theme for novelists and historians, does not spring up and grow round these noble shells, even though the hearthstones be cold and the families who cherished them departed.

If you seek culture, if you need the very best that art and music can supply, you might do worse than settle, for example, in West Sussex. For there you have everything to your hand; you have no need to range. You can find and follow and enjoy the influence of the English country house, past and present, in every form of culture.

What better testimony to that influence than some words written by H. G. Wells, who lived for some years below stairs at Uppark, when his mother was housekeeper there in the '80's and '90's. In politics in those days he was certainly Leftish. The influence this great house had over him in his youth never left him and led him to write in his maturity:

"Out of such houses came the Royal Society, the 'Century of Inventions,' the first museums and laboratories and picture galleries, gentle manners, good writing and nearly all that is of worth while in our civilisation."

That influence, thrown more impersonally over ever-increasing numbers, may still exert a cultural influence worthy of a great literature.

THE 1955 AGRICULTURAL EXHIBITION IN MOSCOW: In Collective Farm Square are the permanent exhibition buildings for the display of developments in Soviet agriculture. Fountains play in the centre of the square, surrounded by pavilions, each representative of one of the many nationalities of the Union of Soviet Socialist Republics.

AGRICULTURAL SHOW in MOSCOW

The Pavilions in Collective Farm Square Open for the 1955 Exhibition

The Soviet Agricultural Exhibition, which opened last month in Moscow, is a reminder of the vast extent of the territories of the U.S.S.R. The Exhibition is housed in permanent buildings in the specially-created Collective Farm Square in Moscow. Here are pavilions representative of the Western Republics, such as Byelorussia, and of those in the East, for example, Uzbekistan and Tadjikistan. Great emphasis is laid this year on mechanisation and electrification. This may be taken as evidence of the vital importance attached to agricultural development since the apparent ascendance of Mr. Khrushchev in the Kremlin.

FROM EAST AND WEST: The pavilion of the Tadjik Republic (right) stands next to that of Byelorussia. Tadjik, on the Afghan border, grows cotton. Byelorussia, in the west of the U.S.S.R., produces various crops.

FROM THE RED MIDDLE EAST: The Uzbek pavilion would provide an illustration for the *Arabian Nights*. This is not surprising, when it is realised the Republic contains such cities as Samarkand and Bokhara.

THE CROWDS POUR IN: Visitors to this year's Agricultural Show, which opened last month, are passing the Byelorussian Pavilion (on right). Last year, when the Exhibition was open for three-and-a-half months, it was visited by some 8,000,000 people.

THE EQUIPMENT ON WHICH THE FUTURE OF RUSSIA DEPENDS: The Pavilion of Mechanisation and Electrification in Agriculture draws some of the biggest crowds at the Exhibition. Here are the tools which the Soviet Union must employ on a wide scale if her increasing population is to be fed. Many examples of modern farming machinery are inspected under the domination of the group of statuary, at the far end, over which is inscribed "Forward to the Victory of Communism."

NEWS FROM SCOTLAND

Visits by the Duke of Edinburgh and Other Notabilities; a Stewart Gathering; and a Wedding

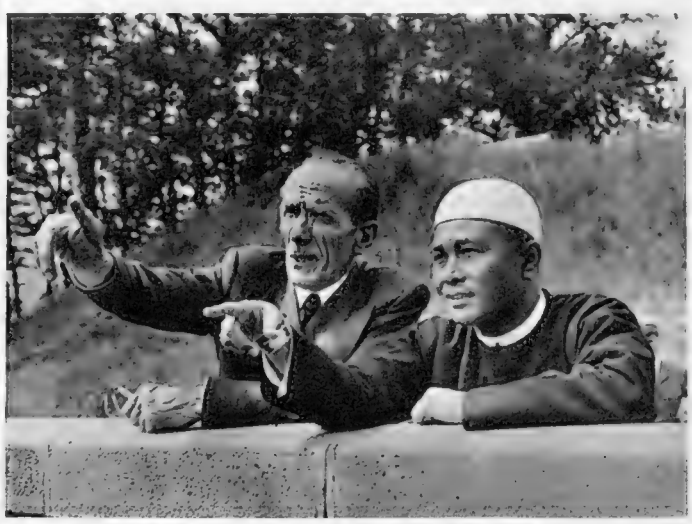
THE DUKE OF EDINBURGH VISITS SCOTLAND: He is being welcomed at Turnhouse Airport, Edinburgh, by the Lord Provost, Mr. J. G. Banks, C.B.E. (wearing chain of office). Standing in front of the Lord Provost is Lord Rosebery, who was the Duke's host while he was in Scotland fulfilling a number of engagements.

EVEREST LEADER AT SCOUT RALLY: Brigadier Sir John Hunt arrives to open the Glasgow Scouts' week-end rally—one of the biggest scouting events of the year in Scotland. Left is Lord Provost Andrew Hood, between whom and Sir John is the Scout County Commissioner, Mr. William Kyle. Addressing the large gathering of Scouts and Cubs, the leader of the famous Everest Expedition said it would be a fine thing if the enthusiasm of the Scout world could be transferred to the general, workaday world. He thought there were many people who might follow the Scouts' example. Brigadier Hunt saw an exhibition of scoutcraft and pageants and dances staged and performed by the Scouts. Among those at the rally were thirty-two from Glasgow who have been chosen to go to the World Jamboree in Canada in August.

BRIDESMAIDS AND PAGE: From left—Nina Drummond-Hay, Francesca and Theresa D'Abreu and Lord David Douglas-Hamilton at the wedding of Miss Diana Douglas-Hamilton. The bridegroom was Mr. G. W. Younger, and the marriage took place at Elgin.

A MEETING OF THE STEWART SOCIETY: Members are gathered on the lawn at Ardvorlich House, Lochearnhead, for the annual general meeting. They are listening to a talk by their host, Major McLaren Stewart, who is also President of the Society. Later Major and Mrs. Stewart showed family documents and relics.

BRIDEGROOM AND BRIDE: After the wedding at St. Columba's Church, at Elgin, Morayshire, Mr. and Mrs. Younger are presented with flowers by their bridesmaids. Mr. Younger is a member of the noted brewing family. His bride is the eldest daughter of Lady Pamela and Lord Malcolm Douglas-Hamilton, former M.P. for Inverness and brother of the Duke of Hamilton and Brandon.



BURMA'S PREMIER AT A HYDRO-ELECTRIC STATION: U Nu is shown over the Pitlochry power station by Sir George McGlashan, Convener of the Perth and Kinross County Council. During his two-day visit to Scotland the Burmese Premier saw many sides of Scottish industry.

THE DUKE IN EDINBURGH

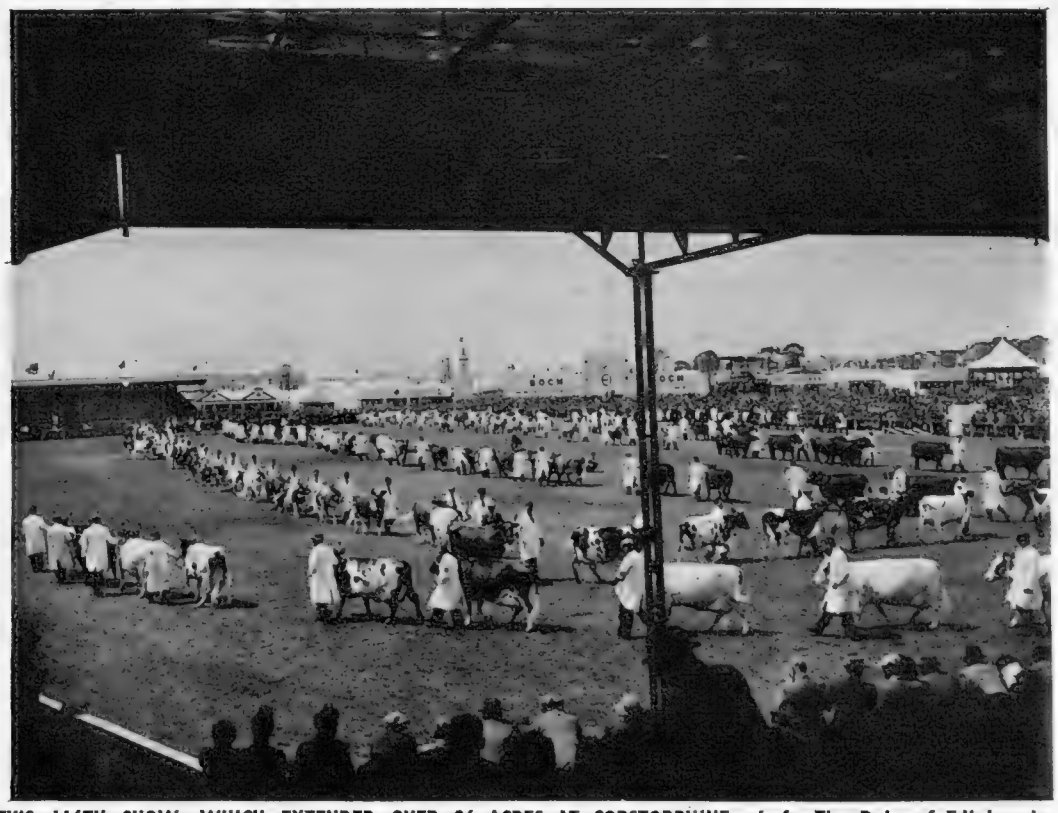
His Royal Highness Fulfils Engagements in the Scottish Capital Before Joining the Queen in Glasgow

On left—

THE DUKE OF EDINBURGH RECEIVES THE DIPLOMA OF HONORARY FELLOWSHIP OF THE ROYAL COLLEGE OF SURGEONS IN EDINBURGH: Watched by officials and guests, the President, Professor Walter Mercer, makes the presentation during the college's 450th anniversary banquet. The ceremony of installation also included the presentation of robes. This is the first time since 1746 that the honour of fellowship has been extended to a member of the Royal Family. To commemorate the occasion the Duke was presented with a silver replica of a bleeding cup. In proposing at the banquet the toast of "The Craft of Surgery," His Royal Highness gave an immediate undertaking not to practise it. Among the Duke's other engagements in Edinburgh were visits to Daniel Stewart's College; the Royal Highland Show; and luncheon with the Edinburgh Merchant Company. Later, he joined the Queen in Glasgow for the launching of the *Empress of Britain* and the subsequent departure for the State Visit to Norway. On their return from Norway the Royal couple were to take up residence for a week in Holyroodhouse.

CELEBRATING THE CENTENARY OF DANIEL STEWART'S COLLEGE, EDINBURGH: The Duke inspects boys of the Combined Cadet Force during his visit to the school. He was met on arrival by the Headmaster, Dr. H. J. L. Robbie, and by the Master of the Merchant Company, Mr. Stanley Bennet.

BAD WEATHER CAUSES DELAY IN THE DUKE'S MEETING WITH THE QUEEN: The scene at Uddingston Station, where the Queen waited anxiously in the Royal train for the Duke of Edinburgh's arrival. He had arranged to fly by helicopter from Queensferry and land in a field alongside the station, but owing to bad weather it was considered advisable to land at Bathgate Thistle football ground and continue the journey to Glasgow by road. This picture shows the Royal train in the station while preparations are made for the arrival of the helicopter. An R.A.F. marshalling squad is in attendance and a Royal Naval crash-tender stands by. On the far side of the field are hundreds of local people. When it became known that the Duke had landed and had joined a car for his road journey, the Royal train moved on into Glasgow.



THE VISIT TO THE ROYAL HIGHLAND AND AGRICULTURAL SOCIETY'S 116TH SHOW, WHICH EXTENDED OVER 86 ACRES AT CORSTORPHINE: *Left*—**The Duke of Edinburgh, this year's President of the Society, ducks beneath a barrier during his tour of the judging rings and exhibition stands. On his arrival the Duke was presented with a shepherd's crook.** *Right*—**A general view of the stock parade. Scots Shorthorns and Aberdeen-Angus were once again prominent in the beef cattle rings.**

THE "EMPRESS OF BRITAIN" GLIDES DOWN THE SLIPWAY: She has just been launched by the Queen in the Govan yard in Glasgow of the Fairfield Shipbuilding Company. When complete she will be a single-funnel vessel of 24,000 tons, with accommodation for 150 first-class and 900 tourist passengers, and cargo space of 380,000 cu. ft. The *Empress* will probably make her maiden voyage to Canada next spring.

THE QUEEN LAUNCHES "EMPRESS OF BRITAIN"

The New 24,000-ton Canadian Pacific Liner Enters the Water at Glasgow

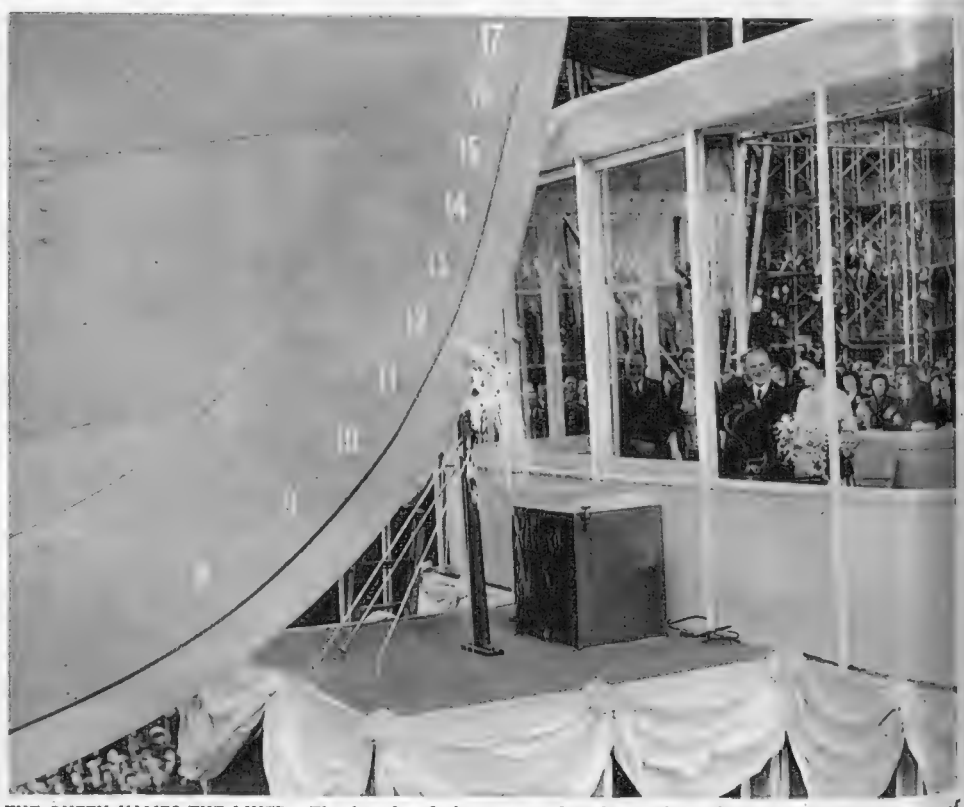
A crowd of over 10,000 gathered at the Govan yard of the Fairfield Shipbuilding Company on the Clyde last week when the Queen launched the Canadian Pacific liner *Empress of Britain*. The Duke of Edinburgh was with her.

On reaching the dais below the bows of the liner, Her Majesty was presented with a bouquet by Robert Bruce, the infant grandson of the Earl of Elgin, Chairman of the Fairfield Shipbuilding Company. The Queen then gave a double knock with a mallet to send the bottle of champagne crashing against the ship and set the launching apparatus in operation. The mallet was carved by one of the Fairfield craftsmen and bore the imprint of a Canadian beaver. Afterwards the Queen and the Duke joined in a toast to the new ship and Her Majesty spoke of the liner as "forging a further link between my peoples on either side of the Atlantic," and congratulated Fairfield. "Here," she said, "you have built many ships for the Canadian Pacific which have played—and many are still playing—an important part in the development of the Canadian West, to which that company have contributed so much."

The new *Empress of Britain* is of 24,000 tons, will have a speed of 21 knots and will probably cost over £5,000,000. She is the third C.P.R. liner to bear this name. The first *Empress* was built by Fairfield in 1905. She was a two-funnelled ship of 15,800 tons. Among those at the launching of the third *Empress* last week was Mr. John Brewster, engineering works manager, who was an apprentice during the building of the first *Empress* and took part in her trials.

The second *Empress*, built by John Brown in 1930, was of 42,000 tons gross. In 1940 she was sunk by enemy bombs and torpedoes. Two survivors, Captain H. C. Sapworth, and Mr. Stanley Pearch, her Purser, were at last week's launching of the third *Empress of Britain*, which, when completed, will be one of the most up-to-date vessels afloat.

After the ceremony the Queen and the Duke of Edinburgh went to Rosyth, where they embarked in the Royal Yacht *Britannia* for their visit to Norway.



THE QUEEN NAMES THE LINER: The bottle of champagne breaks against the bows of the *Empress of Britain*. With Her Majesty is Lord Elgin, Chairman of the Fairfield Shipbuilding Company. Afterwards, in the joiners' shed, the Queen and the Duke of Edinburgh joined in a toast to the new ship.

TUGS TAKE CHARGE : After entering the waters of the Clyde, the *Empress of Britain* is attended by tugs. The latest addition to Canadian Pacific's fleet is the third liner to bear this distinguished name. The first *Empress* was of 15,800 tons. The second was the 42,000-ton liner, which was lost by enemy action in 1940.

THE QUEEN SETS OUT FOR NORWAY

THE QUEEN AND THE DUKE OF EDINBURGH SAIL IN THE ROYAL YACHT : *Left*—On the quayside at Rosyth, Her Majesty says farewell to Vice-Admiral W. G. A. Robson, Flag Officer, Scotland, before embarking in the Royal Yacht *Britannia*. Behind Admiral Robson is Lord Elgin, on this occasion in his appointment as Lord-Lieutenant of Fife. *Right*—*Britannia* sails towards the Forth Bridge on her voyage to Oslo at the end of the day on which the Queen had launched the *Empress of Britain*.

1599 TO 1984

Stage and Screen Productions of Shakespeare and Orwell; "Moby Dick" on the Stage; a New Ballet Production; the First Production of the Glyndebourne Festival Opera

"1984" FOR THE SCREEN: A scene from the film of George Orwell's novel, which is now being produced at Elstree Studios under the direction of Michael Anderson. Here the leading stars, Edmond O'Brien and Jan Stirling, play their scene in the Ministry of Truth restaurant under the all-seeing eye of Big Brother. The rebellious Winston Smith, the Ministry official, and Julia, the young member of the Anti-Sex League, are trying not to arouse attention during their clandestine meeting. Other parts in the film version of "1984" will be played by Michael Redgrave (as O'Brien, the perky official), David Kossoff and Mervyn Johns.

STRATFORD FOR EXPORT: Members of the Shakespeare Memorial Company before leaving London for Vienna on the first stage of a four-weeks Continental tour. From left are Moira Lister, Peggy Ashcroft, Sir John Gielgud and Helen Cherry. The Company is performing the Stratford productions of *Much Ado About Nothing* and *King Lear* in Vienna, Zurich and Holland.

BERYL GREY IN A NEW PRODUCTION OF "THE LADY AND THE FOOL": In this production at the Royal Opera House, Covent Garden, Beryl Grey, dancing the leading role of La Capricciosa, is seen being carried away, pursued by one of the clowns, Philip Chatfield. *The Lady and the Fool* was first produced for the Sadler's Wells Theatre Ballet in 1954 by John Cranko.

ORSON WELLES PUTS "MOBY DICK" ON THE STAGE: He is here seen as Captain Ahab with Joan Plowright, who plays the part of Pip, the cabin boy. *Moby Dick* began a limited season at the Duke of York's Theatre, London, last week. Mr. Welles wrote the play of Melville's story, directed it and played the lead.

On right—
GLYNDEBOURNE'S TWENTY-FIRST SEASON: A scene from the finale of Act II of *The Marriage of Figaro*, the opera which opened this year's Glyndebourne Festival. From left are Ian Wallace, a Scottish singer, as Bartolo; Monica Sinclair (English), as Marcellina; Hugues Cuenod (Swiss), as Don Basilio; Franco Calabrese (Italian), as Count Almaviva; Sesto Bruscantini (Italian), as Figaro; Sena Jurinac (Bosnian), as the Countess; and Elena Rizzieri (Italian), as Susanna. The designer for Carl Ebert's new production is Oliver Messel.

SOUTH AFRICA'S FINE EFFORT AT LORD'S : P. Heine makes a good catch at leg-slip to dismiss Graveney for 60 in England's second innings. Looking on are Waite, the wicket-keeper, Keith, Mansell, and, extreme right, Cheetham, the South African captain. *On left*—R. A. McLean, watched by Evans behind the stumps, during his aggressive innings of 142, which helped to give South Africa a lead of 171 over England in the first innings. It was the fast bowling of Heine (five wickets for 60), playing in his first Test, which broke the back of England's first innings in the second Test Match at Lord's. In the second innings England's captain, May, gave one of his very best Test performances with 112, and with Compton's 69 and Graveney's contribution England managed to leave South Africa 183 to make to win. The tourists got off to a bad start, losing two wickets for 17, as well as the services of Cheetham, who chipped a bone in his elbow. They never recovered from these misfortunes and an incredible spell of fast bowling by Statham, who took the first seven wickets for 39 runs, enabled England to win by 71 runs.

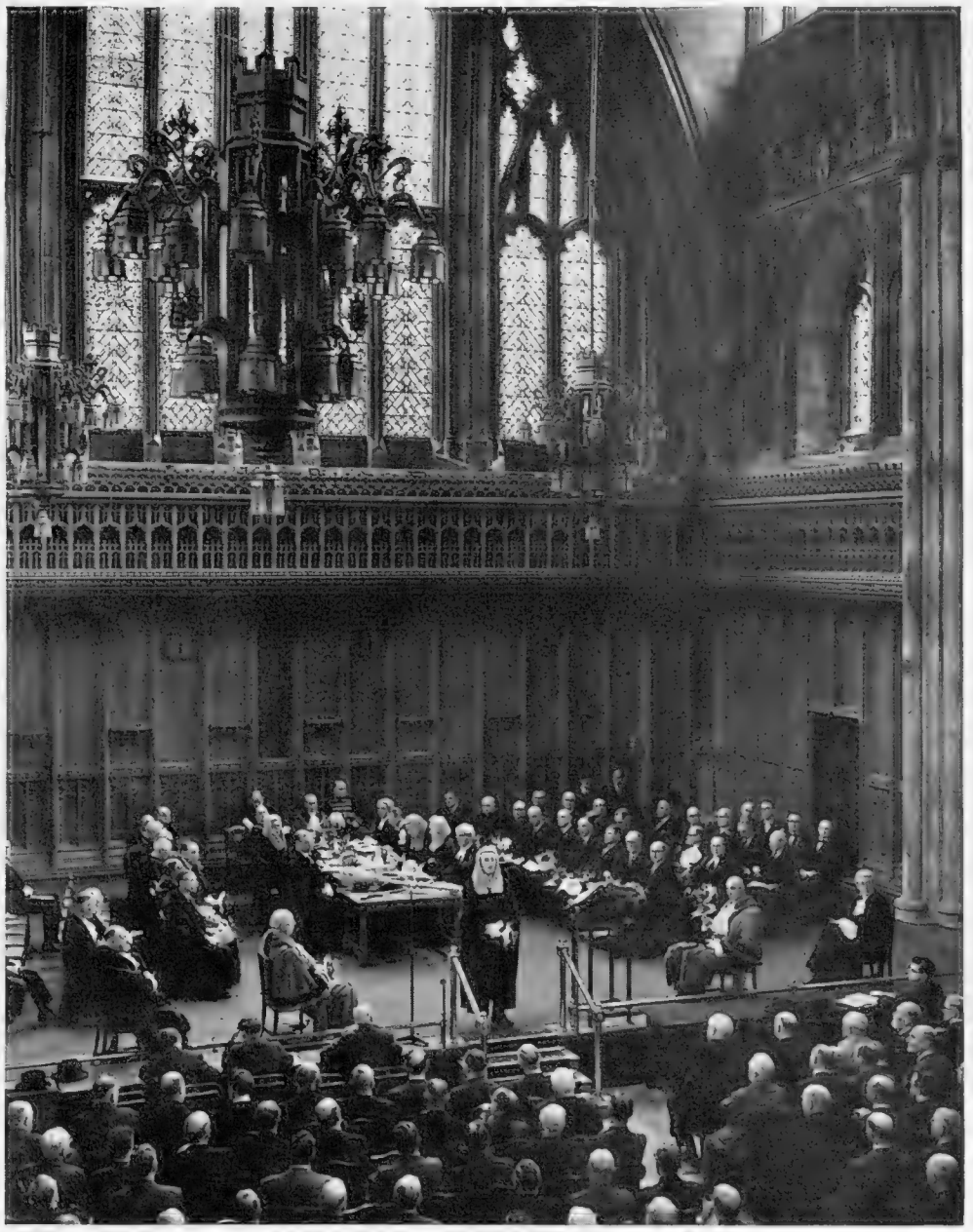
In London and Sheffield

THE SECOND TEST MATCH

AND CIVIC AND ECCLESIASTICAL EVENTS IN THE TWO CITIES

SHEFFIELD BECOMES AN ASSIZE CITY AT LAST : Dignitaries of Yorkshire and of the legal profession arrive outside the crown court for the Commissioning ceremonies. From the left are : the Rev. J. H. Pain, the Chaplain ; the Earl of Scarbrough, Lord-Lieutenant for the West Riding ; Lord Goddard, Lord Chief Justice ; and Colonel F. A. Neill, the High Sheriff. The City of Sheffield's claim to hold its own assizes was first made in a petition to Queen Victoria in 1863.

VISCOUNT MONTGOMERY RE-VISITS HIS BIRTHPLACE : The Field-Marshal is seen with Bishop F. Hawkes, the former Bishop of Kingston, as he lays a foundation-stone for a new parish hall in Kennington. The hall is being built in memory of Bishop Montgomery, Lord Montgomery's father, who was for ten years the Vicar of Kennington.



THE ELECTION OF SHERIFFS IN THE RECONSTRUCTED GUILDHALL : Sir Gerald Dodson, the Recorder of London, is seen declaring the names of the two sheriffs elected for this year. They were Alderman B. N. Waley-Cohen and Mr. W. G. Allen. There was an unexpected development when the election began. A City liveryman, Mr. F. Cumber, who was to have been the third contestant for the two seats, went on to the platform and asked his colleagues not to vote for him. He said that during his campaign he and his friends had received "many scurrilous and anonymous communications." An anonymous letter was also circulated containing "wholly unfounded allegations of a criminally libellous nature" which, said Mr. Cumber, were intended to prejudice his candidature. When his name was called no hands were held up, but liverymen shouted "Next year."

THE HOME NEWS IN PICTURES

A PICTORIAL SURVEY OF RECENT EVENTS IN LONDON AND THE COUNTIES

On left—

THE ROYAL COUNTIES SHOW AT HORSHAM : A view of the heavy machinery section at the eightieth of the Royal County Shows, which was held at Warnham Park last week. As has been the tradition, the show included a display of Channel Island breeds of cattle, seldom equalled elsewhere. With over 180 entries, Jerseys dominated the cattle section. Forestry, bee-keeping and fruit-growing were among the subsidiary displays. In recent years the Ministry of Agriculture has earned wide praise for its displays showing how to tackle various problems. This year it demonstrated how the quality of beef and lamb could be bettered to meet market requirements.

A FARMING DEMONSTRATION AT STRATFORD-UPON-AVON : A tractor fitted with the new Ferguson buck rake shows how 60-lb. grass bales can be carried to the silage pit with a great saving of labour. The occasion was a demonstration by the Massey-Harris-Ferguson tractor firm. In the programme was a demonstration by a Ferguson tractor equipped with a mower and towing a Massey-Harris 701 baler in which silage was mowed and baled in one operation.

THE AMERICAN AMBASSADOR OPENS AN EXHIBITION DEPICTING SCENES FROM NINETEENTH-CENTURY AMERICA : Mr. Winthrop Aldrich, the Ambassador, and Mrs. Aldrich are seen with the chairman of the exhibition, Mr. C. H. Gibbs-Smith, looking at prints. The Exhibition was held in aid of the Greater London Fund for the Blind, at 28, Portman Square. The prints, which all come from the famous Currier and Ives Collection, portray life in 19th-century America.

DISCUSSING THE FUTURE OF MALTA : Mr. Lennox-Boyd, Secretary of State for the Colonies, is seen speaking at the opening of a conference to discuss the future status of Malta, in London last week. Seated, second from left, at the table at the far end is Mr. Mintoff, the Prime Minister of Malta. The Maltese Labour Party, led by Mr. Mintoff, asks for integration with Britain, but the Nationalist Party wants Dominion status. Both parties are taking part in the discussions.

THREE GREAT PRE-WAR PLAYERS AT A CRICKET MATCH IN LONDON : From left to right are Douglas Jardine, P. G. Fender, and Ian Peebles, who were playing for the authors' team in the annual match against the National Book League on the Westminster School ground, Vincent Square. Mr. Jardine was captain of the authors' side. The match ended in a draw. The National Book League batted first and declared at 169 for five wickets. When time was called at 6.30 p.m. the authors' eleven had scored 155 for six wickets. Douglas Jardine did not bat.

AN ANCIENT GRAMMAR SCHOOL IS IN DANGER OF BEING MOVED : Old boys of the Royal Grammar School at Guildford are opposing a suggestion that the school should be removed from its old buildings in the High Street. The Surrey Education Committee has decided to increase the number of pupils at the school from 400 to 600, and in this case there would be insufficient room in the old buildings. Permission has been sought to put up additional buildings on the opposite side of the road. The present building dates from 1555.

WATER FOR MANCHESTER—THE INAUGURATION OF THE LONG-AWAITED HAWESWATER AQUEDUCT : The scene soon after Lord Derby had officially started the flow of water through the 82-mile-long pipeline into the reservoir. Work on this project was begun in 1938, and a further instalment of the same scheme is to begin as soon as possible.

HELICOPTERS TAKE PART IN A SEARCH FOR A LOST BOY : One of the five helicopters is seen flying low over Salisbury Plain during the hunt for three-year-old John Johnson, who was missing from the married quarters at Gordon Barracks, Bulford. In the foreground are police and soldiers who also took part in the search. The helicopters carried detectives acting as observers. John Johnson disappeared when he became separated from his two sisters, aged three and five years, while out for a walk. After a three-day search, John was found walking in a field by a farm labourer and returned to his mother. Apart from a few scratches he was unhurt.

THE FAMOUS GREAT HALL OF ALEXANDRA PALACE IS TO BE OPENED TO THE PUBLIC ONCE AGAIN : The Hall, which remained derelict throughout the war, is now filled with scaffolding. The organ, which was at one time the greatest in the world, is being repaired and a new roof of metal and glass erected. The floor, too, is receiving attention. It is hoped that the Hall will be open again in about twelve months from now.

A SMOKY FIRE AT GREAT YARMOUTH : Dense smoke billows from a timber yard which caught fire at the Norfolk seaside resort. Despite all-out efforts by six fire brigades the blaze was still raging fifteen hours after the first alarm had been given. No casualties were reported in spite of the seriousness of the fire.

A CEREMONY IN THE CITY : The Lord Mayor of London, Sir Seymour Howard, receives a rose grown in Seething Lane from Mr. Martineau, a member of a City business house. The custom of presenting a rose to the Lord Mayor dates back to 1381 when the wife of Sir Robert Knollys, who was living in Seething Lane, built a footbridge across the road without first obtaining permission from the authorities. Her punishment was to present a rose grown in her garden to the Lord Mayor every year. The rose presented this year was grown in the garden of the Port of London Authority which borders Seething Lane.

A SUFFOLK MANSION ON SHOW

Sixteenth-century Melford Hall at Long Melford, which Contains Valuable Works of Art and Furniture, is Open to the Public this Summer

On right—

A SIXTEENTH-CENTURY PORCH WITH LATER ADDITIONS: The front of Melford Hall, with the porch belonging to the original building of 1552. Considerable alterations to the Hall were carried out in 1735.

QUEEN ELIZABETH SLEPT HERE: The rear of Melford Hall as seen from the garden. The mansion was built by Sir William Cordell who was visited there by Elizabeth in 1578.

Visitors to the picturesque clothmakers' village of Long Melford, in Suffolk, will be amply rewarded by taking advantage of the summer opening of one of the two Elizabethan mansions in the district, Melford Hall. Standing not far from the Essex border, this house was built in 1552 by Sir William Cordell, Speaker of the House of Commons in the reign of Mary, and Master of the Rolls to Elizabeth. He had received the site from Henry VIII at the Dissolution of the Monasteries, for the earlier building had been a favourite country retreat of the Abbots of St. Edmund's Abbey at Bury. Elizabeth stayed at Melford Hall in 1578 when she travelled through Suffolk. The mansion came into the possession of the Firebrace family, who made considerable alterations to the building in 1735. In 1781 it was purchased by Sir Harry Parker, with whose descendants Melford Hall remains to this day

THE GREAT HALL: At left is the great fire-place with a pair of Abbot Samson's brass fire-dogs date about 1200. To the left of the fire-place is the portrait of Sir William Cordell, who built Melford Hall. The two chests at the far end of the hall were presented to Cordell by Queen Elizabeth.

THE HYDE PARKER ROOM: Portraits of the Hyde Parker family, in whose possession the Hall has remained since 1781, hang on the walls. At centre is a Queen Anne pedestal table.

THE DRAWING-ROOM: This room of the mid-Georgian period contains many interesting mementoes of previous inhabitants at Long Melford. Right centre is a Louis Quinze table with Sevres inlay which once belonged to Queen Maria Lecsinska.

THE REGENCY LIBRARY WITH THE MEMENTOES OF A SEA-GOING BARONET: The library was created in 1813 by Sir William Hyde Parker. The bookcases are of rosewood, with brass mounts. Over the distant fire-place hangs a portrait of Vice-Admiral Sir Hyde Parker; pictures on the walls illustrate some of his naval actions which include those at St. Lucia against the French and at Dogger Bank against the Dutch.

LOOKING EASTWARDS FROM THE ROOF OF ST. PAUL'S CATHEDRAL : Immediately below in the centre is St. Paul's Garden, the City of London's contribution to the Festival of Britain in 1951. To the left, Watling Street runs past the tower of the bomb-damaged Church of St. Augustine, which is eventually to be incorporated in the new buildings planned here for St. Paul's Choir School. Beyond are the girders forming the skeleton for the new Bank of England offices. Centre, behind the Garden, is the office block of Gateway House, which is nearing completion. The circular building immediately below it on the right is the City of London Information Centre. From the right foreground, Cannon Street passes sites for office blocks. In the centre of them the *Financial Times* will erect its new office buildings.

THE CHANGING FACE OF LONDON

New Buildings are Rising Round the East of St. Paul's and Further Construction is Planned

The picture on this page was taken at the end of last month from the roof of the South Transept of St. Paul's Cathedral. From it one can see the City of London recovering from its wartime wounds and obtain some idea of how it is going to look when rebuilding and restoration is complete. Already new buildings blend with the old. For example, in the centre background is the top of the new white block of St. Swithin's House in Walbrook. To the right is the roof of Cannon Street Station, behind which can be seen Tower Bridge spanning the River Thames. In front of St. Swithin's House and Cannon Street Station is a quartet of Wren churches. The slender, pinnacled tower of St. Mary Aldermary is in the centre. To the right are two typical Wren turreted towers. Nearer to Cannon Street Station is St. Michael, in College Hill, where Dick Whittington is buried, and further to the right, St. James Garlickhithe. Forward, on the right, at the far end of the empty building sites, is the tower of St. Mildred's, Bread Street, all that is now remaining of the bombed church.

Since the end of the war, many visitors to London have enjoyed the sweeping views of St. Paul's across the wide, empty spaces left by enemy bombing. Plans are now made for filling much of these spaces, and as can be seen, some buildings are already in the course of erection. Watling Street will soon be flanked on one side by offices for the Bank of England and on the other by Gateway House, on which construction is well advanced. Opposite the Cannon Street side of Gateway House will eventually be a newspaper office and a business block. But the immediate east of the Cathedral will remain open and passers-by will be able to continue to take their ease in the formal surroundings of the pleasant St. Paul's Garden, in which fountains play on what was before the war a crossing of Old Change. Even when the projected buildings for St. Paul's Choir School have been added on the side where the ruins of St. Augustine's Church stand, it can be certain that Wren's master-work will still be seen to advantage and the crowded building of pre-war days not again hem in St. Paul's.

The Sphere of Travel

AUTUMN IN PORTUGAL

A Country of Simplicity and Charm where the Traveller Will Find Politeness and Courtesy, which Almost Seem Old-fashioned in the Modern Age

By GORDON COOPER

FOR anyone taking an autumn holiday and seeking some country which is different, I suggest that Portugal offers the visitor certain attractions which can be found nowhere else in Europe. Its pretty countryside, with little of the vast loneliness found in Spain, provides striking contrasts : orchards and vineyards and barren scorched plains, rich pastures and windmills and beautiful resorts, thick, dark forests and picturesque mountains, and rugged coasts with miles of superb sands.

I have travelled in no country with views more enchanting. " Boa Vistas " abound from Santa Luzia, above Viana do Castelo in the far north to Monchique in the south. From the summit of Serra da Arrabida, from Cintra, from Bussaco, from the castles of Palmela and Leiria, from a hundred other points of vantage, the country spreads itself before you in a series of exquisite panoramas which glow with colour under a brilliant sky.

I must stress, however, that Portugal is not a country for the restless kind of tourist—the person who wants spectacular organised amusements, and so on. Even in Estoril, the one resort which endeavours to cater for an international clientele, there is a sedate atmosphere. The people, too, reflect the generally peaceful character of their country, while to the stranger in their midst they show a genuine politeness and courtesy which almost seem old-fashioned in our present-day world. It is a friendliness, too, that is not calculating.

During the last five years I have visited Portugal on three occasions, the last being quite recently, when I made a 1,600-mile motoring trip which took me to all the more interesting parts of the country, from the province of Minho, adjoining Spanish Galicia in the north, to " The Kingdom of the Algarve," as it was formerly called, in the far south. Undoubtedly, a leisurely journey by car provides the ideal form of holiday, not least because the main roads are as good as any to be found in Europe, while I would like also to commend especially the well-kept *pousadas* (Government constructed inns, but privately managed). These small hotels are strategically placed for the motorist and invariably lie amidst beautiful surroundings. Furnished in typical style, with good food and wine, and with a most courteous service, they offer excellent bases for a restful holiday. Personally, I think they provide the best holiday accommodation in the country.

There are at present nine of these *pousadas* dotted about Portugal, although I understand more are being built ; and there are a few more which are not under Government control. It is invidious to discriminate between them, for I found them all good. I liked especially the Pousada de S. Tiago, an inviting resting-place half-way between Lisbon and the Algarve, and some ten miles from the attractive fishing-port of Sines (where there is also a privately-owned *pousada*). Both these places can also be reached by railway.

For those seeking the warm sunshine of southern Portugal, there is the Pousada de S. Bras de Alportel (Algarve), which lies perched on a belvedere in a lovely valley. Then, within easy reach of Lisbon, there is the romantic Pousada de Obidos, which provides modern comforts within the walls of a medieval castle, while Obidos itself is a most attractive and typical old walled town. Again, in the port wine district of Tras-os-Montes, there is the Pousada do Barao de Forrester (near Alijo), which can be especially recommended for its good food.

Perhaps because Portugal has not yet engaged to any extent in catering for foreign tourists, there is rather a dearth of good hotels outside the cities of Lisbon (including Estoril) and Oporto. Evora, for instance, a busy commercial centre and one of the chief of Portugal's " museum cities " offers only rather mediocre pension accommodation. Again, on the sun-drenched and lovely sea-coast of the Algarve, there is only one hotel, the Bela Vista, at Praia da Rocha, which I would care to recommend. Even close to Lisbon, at Cascais and on the lovely Bay of Arrabida, there is a total lack of hotels. For this reason, I think some personal suggestions may be of use to intending visitors.

In addition to those places already named, I liked the Hotel Ofir, south of Viana do Castelo and north of Oporto, which stands amidst pines and beside a long stretch of magnificent beach ; the Grande Hotel at Figueira da Foz, Portugal's leading seaside resort ; and, for escapists, the comfortable *pousada*—a converted small fortress—on one of the islands of the Berlengas, which are linked by twice-daily motor-boat service with the typical fishing-port of Peniche (60 miles north of Lisbon).

THE GREAT SWEEP OF BEACH AT PORTUGAL'S LEADING SEASIDE RESORT : A view looking across the extensive foreshore at Figueria da Foz, which is situated on the estuary of the Mondego, a little less than half-way down the country's west coast.

Inland, there is the grandiose Palace Hotel at Bussaco which is a kind of fantastic Balmoral. It stands, surrounded by its flower gardens and tennis courts, in the midst of a superb forest. Formerly this was the summer residence of the Royal Family. In spite of its conversion it is rather too vast and overwhelming for more than a short stay, and I would prefer to lodge a couple of miles away in the little spa of Luso, the Portuguese Evian, which has a couple of good hotels. The water bottled here, "Agua de Luso," is drunk all over Portugal.

Then, some forty miles east, there is the English-run Hotel Urgeirica at Canas de Senhorim. It offers a country-house atmosphere, and lies amidst a lovely countryside. Another place of rather similar type, but on a smaller scale, is the Casa de Cha Quinta das Torres, (a delightful private estate home taking a few guests), in the Arrabida, not far distant from Lisbon.

That is really all, apart from a possible night's stay at the tiny Estalagem de Santa Iria, in Tomar, the Estalagem dos Cavaleiros, in Cintra, the Estalagem do Cruzeiro, near Alcobaça (a good centre for visiting Batalha, Fatima and Nazaré), and the Abidis Hotel in Santarem.

Every visitor to Portugal cannot fail to be impressed by the cleanliness and orderliness of the cities, towns and villages. I remember how once in Evora I failed to see even a thrown-away match lying in a street, while even in Lisbon there is nothing like the degree of squalor that we know in our large cities, partly because the present Government has pushed with tireless zeal the construction of new, low-rent flats and houses for workers. You won't see any slums, but you will see street after street of painted houses, pale yellow, pink, light green, blue, this last colour being evident also in the glazed tile work (*azulejos*).

But, alas, this intense cleanliness conceals a vice, for the Portuguese are the world's most fanatical restorers of old buildings. Every ancient building of importance has, it seems, to be restored and reconditioned. They just scrub and scrub, with such a terrible thoroughness that they effect far more destruction than was ever carried out by the soldiers of Napoleon. Batalha, that masterpiece of medieval architecture, has largely lost its soul, and I felt much the same in the great church at Alcobaça.

Even the ancient University of Coimbra has not been spared and the old upper part of the town has been ruthlessly torn down, to be replaced with appalling modernistic buildings and horrible statuary that made me close my eyes until I arrived at the famous Library, one of the loveliest in Europe.

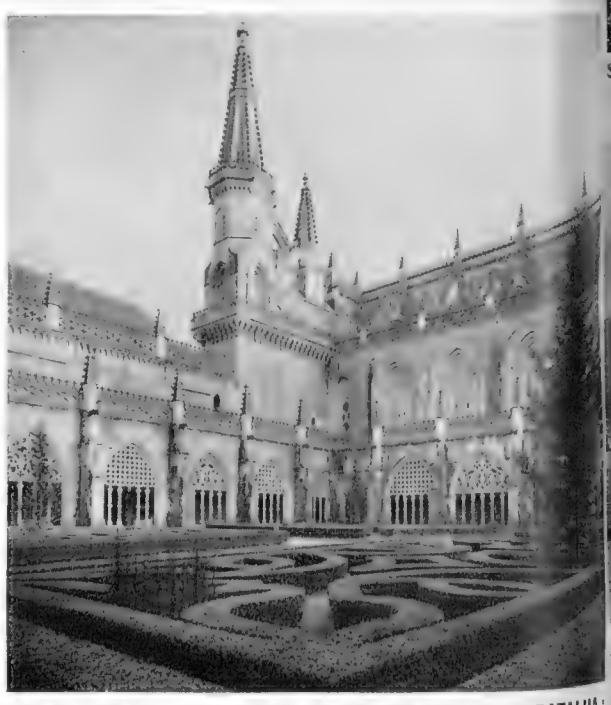
Strangely enough, the Portuguese show little interest in their wonderful historic past. Even in Lisbon there is no museum that tells you of their great voyages of discovery and the romance of their early colonisation. Yet, for myself, I think the most impressive moment of my whole journey was when I came to the south-western most corner of the Iberian peninsula, where the country becomes desolate and wind-swept. For it was at Cape St. Vincent, a quite terrifying spot even on a sunny day, that Prince Henry the Navigator had his famous school of navigation—the " Vila do Infante." This is where he spent the last years of his life and where he died in 1460.

Cape St. Vincent is an eerie spot, with many mythological, religious and historic associations. In classical times it was the Promontorium Sacrum of the Greeks and Romans. Later, when Christianity had supplanted the ancient religions, the ship which was bearing the body of St. Vincent to Lisbon in 1173 ran ashore here. A small church and convent were erected soon afterwards. In this convent it was the hospitable custom to offer any visiting stranger a banquet. According to the Moorish geographer Edrisi, it was named the " Raven " because ten ravens never left the roof of the building.

The Cape also frequently figures in English naval history. However, from the holiday point of view it is better not to lay much stress on Portugal's historic past. Rather let the visitor enjoy a country where living is leisurely and gracious.

Further information on travel, but not much in the way of up-to-date brochures, can be obtained from the Portuguese Official Bureau, 20, Regent Street, London, S.W.1.

A BATHING RESORT IN THE EXTREME SOUTH : The beaches at Praia de Rocha, on the " sun-drenched and lovely sea-coast of the Algarve," are backed by reddish cliffs and rocks.



LOOKING ACROSS THE CLOISTER OF THE MONASTERY OF BATALHA : The building of the Dominican monastery of Santa Maria da Victoria is believed to have been started in 1388.

THE ENGADINE

One of Switzerland's Most Attractive Valleys

Written and Illustrated
By J. ALLAN CASH

ONE OF SWITZERLAND'S BEST-KNOWN RESORTS: *Above*—St. Moritz Bad lies at the end of the Maloja Pass. *Right*—St. Moritz itself, in the foreground, is separated by woods from the little town of Pontresina. The Engadine provides most things for which Switzerland is famous, including a fine display of Alpine flowers.

SPRING ALONG THE BANKS OF THE INN: Here it is a few miles below Zernez. In its course down the Engadine Valley, this river steadily increases in size, to attain its full majesty as it flows into Austria.

A VILLAGE: Sils, with its small thirteenth-century church dedicated to St. Cassian, is at the end of the Silsersee, which is the largest of the Engadine lakes.

On right—A GLACIER: Above the road beyond Pontresina rises the famous peak of Piz Palu, on the right, with the Glacier of Morteratsch below it.

In the Engadine Valley, in South-Eastern Switzerland, you will find almost everything for which Switzerland is famous—snow-topped mountains, glaciers, high passes, with endless hairpin bends, by which you can climb over quite easily into the next valleys, pretty villages and small towns, lakes, rivers and mountain torrents, and, to cap all, the finest display of Alpine flowers you are likely to find anywhere in the country.

St. Moritz is one of the best-known of all Swiss towns. It is famous for its winter and summer sports, as a tourist centre and as a health resort. Some 6,000 ft. above the sea, it is the natural centre for this region,

There are walks through the pine woods from St. Moritz to Pontresina, in the next valley, only a mile or two away. This valley leads on, through beautiful scenery, to the Bernina Pass, beneath the famous peak Piz Palu, and on to Tirano, in Italy.

The Engadine Valley vies with the Pontresina Valley for wild flowers. June is the best month, before the hay is cut, for then the meadows are literally ablaze with colour. There seem to be far more flowers than grass, and the hay must indeed be sweet-smelling for the Alpine cows. If you stay in St. Moritz in June you may awake one morning to the sound of countless musical cow-bells in the main street. You will see hundreds of cows coming up from the station, brought there by train from the lowlands of Switzerland. They will spend the summer months grazing in Alpine meadows and grassy slopes at 7,000 and 8,000 ft. above sea-level.

The River En runs down the Engadine Valley, steadily growing in size as it is joined by other streams. It rises in the high mountains near the top of the Maloja Pass, soon entering the lovely Silsersee. The road down the valley runs close beside this lake.

Various passes run off from this valley, with roads going over into Italy and to other parts of Switzerland. Coming down the valley again, the Julier Pass road starts at Silvaplana. It is a first-class road, with a beautiful run down to Tiefencastel, a road that is kept open throughout the winter, as is also the Maloja Pass. At La Punt begins the Albula Pass, more or less following the railway from St. Moritz, on the northern side of the summit. This and the Julier Pass can make a nice round trip from St. Moritz.

The next pass begins at Zernez and runs south-eastwards through the Swiss National Park. A few miles below Zernez, at Susch, a road turns off up the Fluela Pass, leading to Davos, and to Tiefencastel again, if you want to make a longer round trip from St. Moritz.

The World of Books—By VERNON FANE

TO WAR WITH SWORD AND BIBLE

Leonard Mosley's Biography of Orde Wingate; the Story of a Doctor in Africa; "Caribbean Cocktail"; and other new Publications with International Backgrounds

ONE of the most extraordinary figures of the last war, political, military or simply human, was, without any doubt, Orde Wingate. Mr. Leonard Mosley, who has written his story, GIDEON GOES TO WAR (Arthur Barker. 15s.), knew him well during the war and wrote in his diary, in March 1942, "I wonder where Orde Wingate is going? He is a remarkable man, and calmly conscious of it." That is, I think, an admirable summing up of a character who was to prove not only a headache but a migraine to certain G.H.Q.s, an object of devotion elsewhere and, according to the immense variety of human opinion, a fanatic, a zealot, an incomparable leader of men, an inspired strategist, a being capable of extreme mental distress and a man whose austere, Old Testament-trained childhood had conditioned his whole career.

Few novelists, using the true incidents of this career, could hope for more than sensationalism and the reaction of tolerant disbelief. Mr. Mosley, thanking those "perfervid admirers . . . and bitterest enemies" with whom he has talked during the preparation of this biography, has admirably attempted a balanced account of a soldier who, at the age of seven, and after an attack on a visiting aunt, had declared that he was as Oliver Cromwell, off to war with a sword in one hand and a Bible in the other.

A CURE FOR SERPENTS (André Deutsch. 16s.) is the story of a doctor in Africa, from 1924, when the Duke Alberto Denti di Pirajno was posted to Tripoli on the staff of the Duke of Aosta, to the day when he was present at the surrender of Tripoli to General Montgomery. The duke, the doctor and the administrator (as he often became) form one figure; courageous, congenial and, luckily for us now, a natural writer who is able in this book to extract as much enjoyment from his description of an African hillside as his recital of the foibles of one of his successive African households.

In one of these, for example, the widowed cook dedicated all her best dishes to particular saints and, on her master's malarial attacks, filled his bed very uncomfortably with holy pictures and talismans. And an inherited, colossal Mussulman had somewhat ill-defined functions, such as making canes into whistles, setting traps for rats, weeding garden paths, and encouraging his mistress to cook superb, peppery dishes for the duke. Doctors proverbially write with ease and humour: the list is a distinguished one in any country. So it should be enough to say that the Duke Alberto Denti is another scintillating addition to the Italian list, and that the chapter in which he writes about his adoption of a lioness cub is as funny as anything in an unusually rewarding book. The translation is by Kathleen Naylor.

CARIBBEAN COCKTAIL (Melrose. 16s.) has been written by a scholarly and adventurous couple, Miss Everild Young and Mr. K. Helweg-Larsen. Miss Young is a Fellow of the Royal Geographical Society, and is also Mrs. Helweg-Larsen, co-author of a lively book which is part travel, all around the Bahamas and as far south as Venezuela, and part history, with fascinating stories about pioneers, pirates and brigands. On the domestic side, there is also the absorbing tale of how the young couple, with some colourful assistance, built a little house on Eleuthera, an island with one of the loveliest names of them all, which, as I can testify, sounds particularly well in local sing-songs.

Whether writing about Columbus' first landfall at San Salvador, or the Napoleonic influence on Simon Bolivar, or the difficulty of getting a drink in the Virgin Islands, or the exploits of that bold, bad rogue, Sir Henry Morgan, this English-Danish couple write with unfailing enthusiasm and interest, and give the reader the heartening impression that tourists have not, after all, spoilt the enjoyment of those delightful islands or that—for the most part—delightful climate.

From the Islands of June (again a local song) to the most frigid of zones, with MIRAGE IN THE ARCTIC (Hart-Davis. 18s.), by Mr. Ejnar Mikkelsen, another Dane, who at the beginning of this century set out from Vancouver for the Beaufort Sea, between North Alaska and Canada. At this time there were persistent rumours that there was land somewhere in that sea, and it was not until 1946 that observers from high-flying aircraft discovered that the "land" was a series of ice islands. From this point of view, therefore, the journey of Mr. Mikkelsen and his companion, Mr. Ernest de Koven Leffingwell, was in vain, but the recital of their hardships, their ingenious makeshifts and devices, their friendships and acquaintances with Eskimos, prospectors and other travellers make this a book of real worth with an impact of courage none the less true because it is seen over a fifty-year interval. The translation from the Danish has been made by Mr. Maurice Michael.

DEVIL ON MY SHOULDER (Jarrolds. 12s. 6d.) is the title of Hans Becker's record of seven years in Russian captivity. The author, for whom this is a pseudonym, was a German sergeant captured by the Russians on the Eastern Front, and surviving the horrors and degradations of P.O.W. camps and penal settlements in Siberia to write this scarifying document, which has been translated by Mr. Kennedy McWhirter and Mr. Jeremy Potter. A terrible indictment of man's inhumanity and, unfortunately, not incredible.

A. J. CRONIN VISITS ENGLAND: He is seen with his wife on arrival at London Airport from New York, on a combined business and holiday visit. During their stay in this country Mr. and Mrs. Cronin arranged to see one of their sons, who is a doctor at Hammersmith Hospital.

Marcus Aurelius was the adopted grandson of the Emperor Hadrian, who lived from A.D. 76 to 138, and that eminent scholar, Mme. Marguerite Yourcenar, has chosen to reconstruct the Emperor's life and times in the form of a first-person account to the young man. MEMOIRS OF HADRIAN (Secker and Warburg. 12s. 6d.) is an impressive piece of work by any standards, and it is saved from being overwhelming in its effect by the lucidity and dignity of its language, and the exactness of its images and terms. The translation from the original French was made by Grace Frick, in close collaboration with the author.

PARIS ORIGINAL (Cassell. 12s. 6d.) is a lightly written but by no means superficial story about Polish exiles in Paris, suffering equally from undernourishment and the chronic disability of the French to distinguish between the Poles and the Russians. The principal character, pretty, emotional and thirty-ish, works in one of the *haute couture* houses, and I am not sure that the descriptions, very evidently taken from life, of the rapacious sales-women, the tough *premieres* and the skinny *secondes*, the over-scented rooms, the bitter rows and odd friendships, and the utterly cynical attitude of the staff to the clients, are not the most memorable aspect of the novel.

THE MALEDICTION (Museum Press. 10s. 6d.) is the translation, by Mr. Peter de Mendelssohn, of M. Jean Giono's latest novel, *Moulin de Pologne*, and it is set, like all the work of this highly individual author, in the region of Provence, this time in a small town where the biggest house and its family of landowners are the focus for all the legends, the malice and the passionate interest of the region. In style, it moves a little jerkily, not helped by the frequent use of parentheses, but it is stimulating reading nevertheless.

Mr. Burgess Drake writes about a small island off the French coast where the sparse population is divided between the influences of the Church and, less easy to define, the superstitions and elemental forces which appear to some to be at work. THE WOMAN AND THE PRIEST (Peter Davies. 12s. 6d.) shows imagination, a touch of fantasy and, even more welcome, humour. It also shows the imprint of a far from mundane author.

AN ISLAND IS A WORLD (Wingate. 12s. 6d.) is a novel of Trinidad by Mr. Samuel Selvon, himself a Trinidadian Indian and a writer who has got past that first stage of showing promise, and is now confirming the promise. The theme is the Indian, as distinc from the Negro, life in Port of Spain and its neighbourhood, and once again Mr. Selvon communicates the vitality and the mercurial quality of the people he is writing about, and plunges the reader directly into his story without hesitation or preamble. The minor characters are brilliantly done, but it is for the atmosphere that Mr. Selvon's novel is remarkable.

Mary Todd, wife of Abraham Lincoln, appears, if one thinks of her at all, as a figure that is insignificant where it is not downright unattractive; a handicap to her great husband, domineering and unloved. Now the American author, Mr. Irving Stone, sets out to prove in a long and vivid novel that these are travesties of the facts, that Mary Todd, in spite of enmity from her own South and the North, who attacked her husband through her, was the President's staunch and loving companion, and that his devotion equalled hers. LOVE IS ETERNAL (Collins. 15s.) was the inscription in the ring Lincoln gave her on the day of the wedding, and the spirit and trend of this colourful book are designed to illustrate its truth, in that famous marriage.

The GAY LORD ROBERT (Robert Hale. 10s. 6d.) of Miss Jean Plaidy's title is Robert Dudley who became Earl of Leicester and a dominating figure through the greater part of Queen Elizabeth's reign. Miss Plaidy, who is something more than a competent writer of historical romances, has offered her own interpretation of some questions which puzzled the Court of the time, and has added her own imaginative flourishes. Effective and readable.

Top of the list of thrillers this week is Miss Patricia Wentworth's VANISHING POINT (Hodder and Stoughton. 10s. 6d.), a further exploit of the indomitable Miss Silver, whose governesslike appearance strikes as much terror into murderers' hearts, as into the consciences of the impertinent.

MATABELE HISTORY

How Lobengula Lost a Kingdom and Gained a Flag

History written in a far from gentle vein of irony, and at times with mockery and unconcealed laughter, is the special penchant of Peter Gibbs, who is coming to be regarded as something of an authority upon African affairs. A FLAG FOR THE MATABELE (Muller. 12s. 6d.) is a remarkably candid history of Cecil Rhodes' achievement in empire building in the heart of Africa. It is in part entertaining, because it is so brimming over with disrespect and such a sense of the ludicrous. There seem to have been few occasions in the history of Rhodesia from which Mr. Gibbs has not succeeded in stripping most of the trappings of dignity. In the opening chapters he tells of the initial negotiations with Lobengula, how that paunchy but ailing chief of the Matabele was cajoled into selling his country for £100 a month, a few rifles and a gunboat, which he could hardly hope to operate for long distances on the only partially navigable Zambesi.

In Leander Starr Jameson, the little doctor from Kimberley and trusted envoy of Rhodes, Lobengula met one who was to prove more than his match. It was Jameson who lulled the chieftain's suspicions and kept his gout in check with morphia, while other henchmen negotiated with the great white Queen in London a charter which really meant the end of Lobengula's kingdom, whatever the black man might have to say or choose to do.

Mr. Gibbs does not quite sustain his ironic vein from start to finish in this entertaining book, because here and there close attention to facts forces upon the reader the revelation of great steadfastness of purpose. This is particularly so in the case of Rhodes, who was willing to shrug off the censure of the whole world, and of Jameson. The latter, a very human figure, found the mantle of Rhodes over-size, but strove heroically to create the new nation in the heart of Africa which was Rhodes' lifelong dream. The Matabele lost a kingdom and gained a flag, and Britain gained a vast new area of potential wealth. The story of its loss and its acquisition is too close to us to be seen in any real perspective, but perhaps in a decade or so an even more authoritative Mr. Gibbs might be just the man to do the job.

With the bestowal of the Nobel Prize for Literature upon William Faulkner in 1949 and the same award on Ernest Hemingway in 1954, American literature achieved a glamorous as well as an æsthetic value. It is not a subject that is well understood over here, for our appreciation has for the most part centred upon certain much publicised writers, Hawthorne, Thoreau, Poe, Dreiser, Wilder, Sherwood Anderson, Henry James, Faulkner and Hemingway among them. Alan Wykes, in A CONCISE SURVEY OF AMERICAN LITERATURE (Arthur Barker. 12s. 6d.), has produced a work for general appreciation, showing how American literature, having absorbed European influences for some 200 years, has now, in the past seventy-five years or more, achieved a lively and distinctive quality of its own. Mr. Wykes quotes freely from American writing in the brief span of his masterly survey. This is a book which should be in every public library and, even more important, in every school library in the English-speaking world.

Fred Hoyle is always good value on matters astronomical by reason of the fact that he is so skilled in the marshalling of facts and their popular presentation. In FRONTIERS OF ASTRONOMY (Heinemann. 25s.) Mr. Hoyle puts before us much of the important new knowledge gained on the heights of Mount Palomar. There the world's most powerful telescope has for some years past been probing the remote galaxies beyond the Milky Way. The whole book is a revelation of the new picture of the universe which modern astronomy and the new science of atomic physics has so unobtrusively built up in recent years. The pictures in this volume from Palomar are, to say the least, thought-provoking. One photograph of the Crab Nebula relates to the remnants of a cosmic explosion equivalent in violence to the simultaneous explosion of about 1,000,000,000,000,000,000,000 hydrogen bombs.

CRESCENT AND GREEN (Cassell. 10s.) is an anthology of sixteen contemporary essays on Pakistan's history and culture, each written by an acknowledged authority. Sir Mortimer Wheeler writes on Pakistan 4,000 years ago, and Arnold Toynbee, in a brief but erudite essay, gives the historian's view of Pakistan, "this child of strife which has arisen from the impact of Islam upon Hinduism."

Richard Hayward's MAYO, SLIGO, LEITRIM AND ROSCOMMON (Arthur Barker. 21s.) is a new addition to the "This Is Ireland" series, and a most excellent addition made specially notable by some of Raymond Piper's charming pencil sketches.

John Eldred's I LOVE THE BROOKS (Skeffington. 9s. 6d.) is the work of a Londoner who looks back across sixty years. Mr. Eldred's gentle, reflective writing is most appealing. His kindly musings recapture a more leisured London and the memory of many delightful folk who added savour to the London scene.

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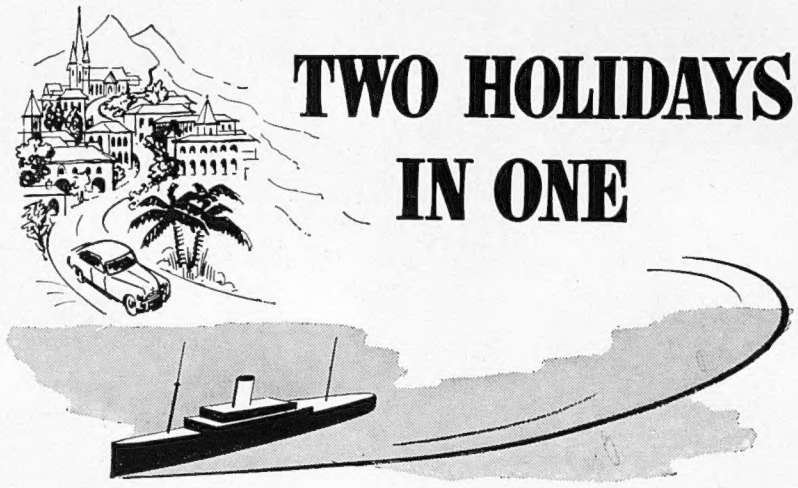

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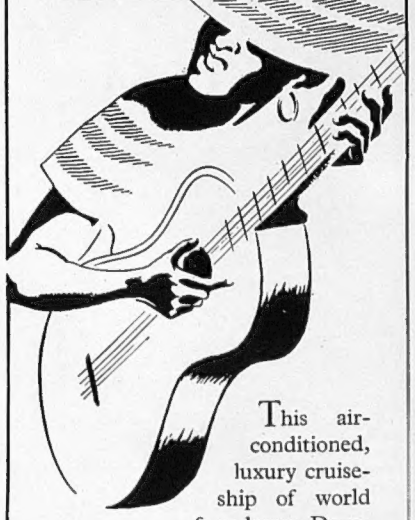

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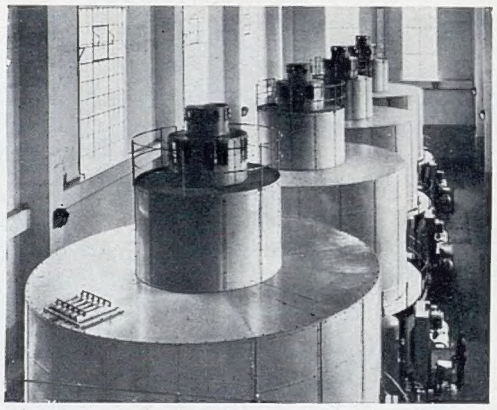

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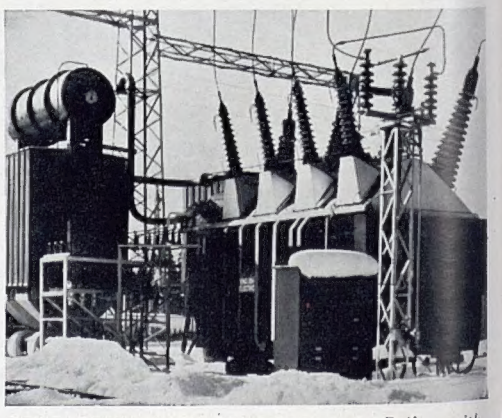

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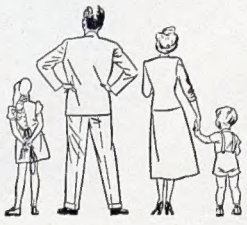
bringing you  better living

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